

THE CHRISTIAN SCIENCE MONITOR

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SCORE 6 TO 4 IN FIRST HALF ARMY-NAVY GAME

Fumble by Navy Player Gives
Soldiers a Chance to Make
Touchdown and Kick Goal
After Few Minutes' Play.

NAVY FIELD GOAL

Teams Play a Close Game
With Neither Showing a
Strong Lead in First Half
—Big Crowd Present.

PHILADELPHIA—Before a crowd of over 25,000 the Army and Navy football teams started their annual contest in Franklin Field shortly after 2 o'clock this afternoon. When Dean kicked off to Navy's 25-yard line and Northcroft ran it back 10 yards, Richardson punted to the Army's 40-yard line. The Army failed to make first down and Greble punted to Lange, who fumbled. Chamberlain recovered the ball and carried it to the Navy's 30-yard line where he was pulled down by Lange.

The Navy braced but Dean was pushed over the line for a touchdown with about three inches to spare. Dean then kicked the goal. Score Army 6, Navy 0.

Northcroft kicked off to the Army's 10-yard line. Hyatt returned the ball 15 yards. Chamberlain punted to midfield and Jones returned but three yards when he was downed. Dalton dropped back for a kick, but got a high pass, which went over his head. He recovered the ball, but was thrown for a 15-yard loss. Dalton and Byrne were hurt in the scrimmage, remaining in the game, however.

Navy punted to Army's 30-yard line. Chamberlain received the ball, but was thrown without gain.

On the next play the Army was penalized 15 yards for holding and it was her ball on the 12-yard line. Greble punted to the Navy's 45-yard line. Dalton made three yards on a fake kick and then punted to Hyatt, who was downed on the Army's 18-yard line.

Hyatt gained eight yards. Greble punted to Lange in the center of the field who ran back 25 yards, where Pullen pulled him down on the Army's 25-yard line. Navy fumbled and it was Army's ball on her own 28-yard line.

On a trick play Hyatt made 8 yards around right end. Greble punted to Lange, who heeled the catch on Navy's 30-yard line. Dalton tried an end run and was thrown for a loss of 10 yards, Chamberlain getting him on the side line. Dalton punted to Dean who was thrown by Jones on Navy's 48-yard line.

Greble was thrown for a loss on a fake kick. Dean punted out of bounds on the Army's 32-yard line. Dalton made nine yards through left tackle and on the next play lost four yards.

Dalton punted to Hyatt, who fumbled and Reifsnider recovered the ball on the Army's 30-yard line. After two short gains through the Army line Lange tried an outside kick, which was caught by Hyatt. Hyatt signalled for a free kick and claimed a foul tackle and the Navy was penalized 10 yards. Greble punted to Navy's 45-yard line Dalton returning the ball four yards.

West Point is Penalized. Dalton then punted to Hyatt, who was downed on the Army's 23-yard line. The Army was penalized for an offside play, and Greble punted to Lange in mid-field, who brought it back 20 yards, running outside on the Army's 35-yard line.

Clay made five yards around left end. Dalton was pushed through for a first down. Clay then made four yards through the center on a double pass.

Richardson added four more through left tackle. In the next play he made it first down on the Army's 12-yard line. Dalton made one yard through center. Lange made four more on a fake pass, and on the next play Lange kicked a goal from placement. Score—Army 6, Navy 4.

Lange punted to Dean, who fumbled. Weir getting the ball on the Army's 26-yard line. Dalton tried an end run and was thrown for a loss of 10 yards.

Lange punted to midfield. Dean made five yards around right end. Greble punted out of bounds. Navy's ball on her 25-yard line. Dalton punted to Hyatt, who was tackled by Reifsnider on the Army 47-yard line. Greble punted to Lange and the latter was downed by Pullen on Navy's 23-yard line.

The first half ended with the ball in Army's possession on their own 35-yard line.

The two teams line up as follows:

ARMY.	NAVY.
Johnson, le.	le. Jones
Byrne, R.	Northcroft (capt.)
Weir, le.	le. Meyer
Philborn (capt.)	le. Singlet
Moss, re.	Wright
Fullen, re.	le. Leighton
Stearns, re.	le. Reifsnider
Hyatt, qb.	le. Lange
Dean, rb.	le. Dalton
Greble, rb.	le. Chamberlain
Chamberlain, rb.	le. Richardson
Reifsnider, rb.	le. Pullen
Sharp, Yale.	le. Field
Lincoln, Yale.	le. Langford
Trinity.	le. Marshall.
	le. Harvard.

UPPER CHARLES WILL BE DREDGED

Metropolitan Park Commission Plans to Extend Work of Deepening Toward the Watertown Arsenal.

Extensive plans are being made by the Metropolitan Park Commission for dredging the Charles river as far as Watertown, and for the extension of the Charles River driveway from the United States arsenal to Watertown square.

Plans for these improvements are practically completed and the commission will ask the legislature for an appropriation sufficient to cover the expense at the next session.

In connection with the work, the selection of Watertown have asked the commission to secure money for the purchase and removal of the buildings of the Walker & Pratt Manufacturing Company and the Samuel Barnard estate at Watertown square. The town will ask that a provision be made allowing the town to purchase at some future time from the state the Barnard property for the site of a new town hall.

BEQUEST TO SAVE FROM SEA PERILS

By an opinion handed down by the full bench of the supreme court today, a bequest of \$3000 from the estate of Mrs. Harriet King of Salem, originally intended for the building of a life-saving station at Nahant, but refused by the government, can be "used for the protection of persons exposed to the dangers of the sea in the vicinity of Nahant."

The legal battle which has ensued as a result of the United States government refusing the bequest has been unique. The decision from the full bench comes as the result of a lawsuit brought by Charles W. Richardson, administrator, against Harriet P. Mullery, who was fighting for the money. The probate court is to indicate how the bequest shall be expended.

STATE FLAG WILL FLY ON SCHOOLS

WOBURN—After a long discussion the Woburn school committee has voted that the state flag may be flown from the school buildings of the city. The request was made by the high school authorities for such permission, and the committee acted as stated. Heretofore only the national flag was permitted above the school buildings of Woburn.

A state flag will be presented to the high school by Samuel W. Mendum, a prominent citizen, and George I. Low, the principal, will accept the gift. Governor Guild is expected to hoist the flag and later address the students. Musical selections will be rendered by the musical societies of the school.

REDUCTION OF CARFARE DENIED

The railroad commissioners have dismissed the petition of Senator Daniel D. Mahoney of Chicopee and the selectmen of Westfield for a reduction of fares on the western Massachusetts street railway the present charge between the square in Westfield and the boundary line of the city of Holyoke being 10 cents. After a thorough examination of the financial condition of the road, the board finds that it is not such as to warrant any reduction in fares.

ANTI-IMPERIALIST LEAGUE TO MEET

The Anti-Imperialist League assembled in annual meeting this noon at 29 Central street but adjourned to Monday at the rooms of the Twentieth Century Club. There will be luncheon at 1, followed by speaking. In the absence of the president, Moorfield Storey, Charles R. Goldman will preside. The address will be delivered by Thomas Mott Osborne, ex-mayor of Auburn, N. Y., and president of the George Jr. Republic.

PEARLS WORTH \$12,000 LOST

NEW YORK—Otto C. Heinze, the broker, reports to the police of the "tenderloin" station that his wife lost a \$12,000 necklace of pearls.

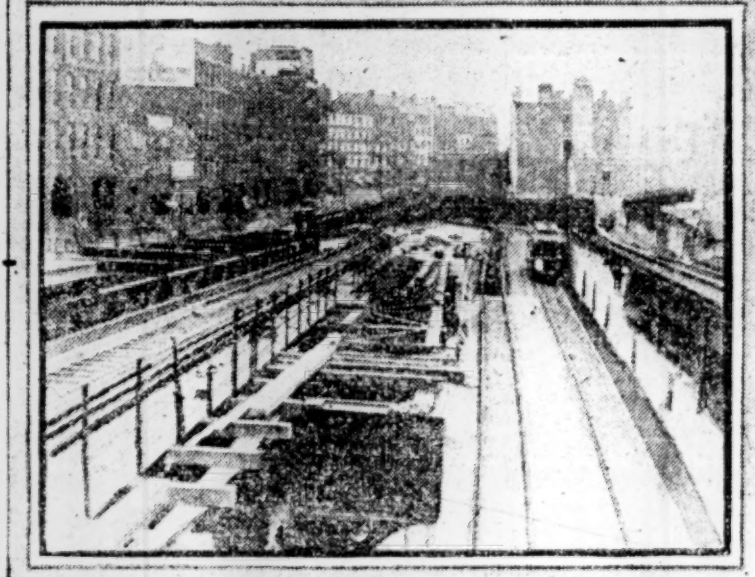
Mr. and Mrs. Heinze attended the theatre and dined at a Broadway hotel with friends. While at the table Mrs. Heinze discovered the loss of the necklace, which was set with 63 pearls. The management of both the theatre and hotel were notified and a search was made, but the necklace was not found.

CHRISTIAN SCIENCE SERVICES.

The regular Sunday services at the First Church of Christ, Scientist, The Mother Church, at Falmouth and St. Paul streets, Boston, Mass., are held at 10:45 a.m. and 3 p.m. The subjects and sermons are copyrighted by the Rev. Mary Baker Eddy. Sunday school for the children at 10:45 a.m.

TO OPEN NEW TUNNEL MONDAY

TWO VIEWS OF ALTERATIONS ON BOSTON "L" CAUSED BY OPENING OF NEW \$10,000,000 TUNNEL.



Upper Picture: Entrance to Subway for Surface Cars Where Pleasant Street Elevated Station Formerly Stood.
Lower Picture: Looking Toward Subway From North Station Showing Changes in Tracks

ADMIRAL SWIFT DISCUSSES OLD "CONSTITUTION"

Navy Yard Commandant Says Officers Had No Part In Proposal to Take Frigate Into Charles Basin.

OPINIONS ON IDEA

Rear-Admiral William Swift, commandant of the Charlestown navy yard, told a reporter for The Christian Science Monitor today that the officials at the local yard had taken no part in the discussion in regard to the proposed moving of the historic frigate Constitution to the Charles river basin, provided the boat could be towed through the draw and lock.

The commandant also said that he could not say whether the officials at the yard would be glad to have the boat moved on account of the extra room it would make available. He said the idea originated in Washington and that he really could not say anything one way or the other.

Chairman Henry D. Yerxa of the Charles River Basin commission says that on first thought he sees no objection to the moving of the boat to the basin. A Boston daily paper quotes Congressman John W. Weeks as saying that if the boat could be gotten into the basin it would be a good thing and more people could see her in a day than would visit her in a month if she staid at the navy yard. Congressman Weeks would have the boat situated so visitors could easily walk aboard.

Prominent women in patriotic organizations differ in their opinions as to the proposed action. Mrs. Edward Clark, national president of the Daughters of 1812 is quoted as saying it would be a benefit in every way. On the other hand, Mrs. Florence Vining of the Daughters of 1812 says that it would be a mistake to move the vessel.

The Hon. Joshua B. Holden, a member of the Charles River Basin Commission, in regard to having the Constitution in the basin, said anything that would please the citizens of Boston and make the basin more attractive would meet with his approval.

UNITED STATES COAL SITUATION.

Our coal production continues to show a large annual increase, the total amount of anthracite and bituminous coal mined in 1907 amounting to over 480,000,000 short tons. To transport this product in trains made up of 30 cars of 50 tons capacity would call for 320,000 trains, whose combined length would extend two and two-thirds times around the world at the equator.—Scientific American.

STORROW URGES EQUAL PAY FOR SCHOOL TEACHERS

Chairman of Board Speaks to State Association On the Work of the Committee and Its Problems.

SHARP EYE ON PURSE

Equal pay for men and women teachers in the public schools was advocated by James J. Storrow, chairman of the Boston school committee, in his address today before the Massachusetts Teachers' Association. Mr. Storrow, whose topic was "Educational Problems from the School Committee's Point of View," spoke in part as follows:

"The school board of a large city has many perplexing questions of internal administration. The constant tendency of the school board to be swamped in routine business and forget broad aspects is the most embarrassing difficulty. The cutting down of the detail for which the board is responsible has relieved this enormously. We now have no sub-committees; we are a single body, and we endeavor to throw administrative detail on the profession itself. A further step is desirable; now this detail should be transferred to the regular administrative officers of the school department, leaving the school committee to discuss broad and general policies."

"Formerly the members of the committee were told that this or that was recommended by educational experts. Money was left out of the question, which was awkward. The committee member wants to use his dollar to the best advantage. The present board has changed this, and has told the experts that it has about three million and a half, and that it wishes to know how to make the most of it." This morning's meeting was the second session of the 64th annual meeting of the association. The reports of the secretary and treasurer and the various committees were read and officers for the ensuing year elected.

CREW TAKEN OFF WRECKED VESSEL

CHATHAM—The schooner Florence A., loaded with lumber, from Bangor to New Bedford, is pounding to pieces on Handkerchief shoals, where she struck early today. The Monomoy life saving crew took off Captain McIntyre and his men soon after daylight.

The life saving crew put out as soon as she fired signals of distress and offered to take the crew off. Captain McIntyre waited for high tide, believing the Florence A. might be driven over the shoals into deep water. It was futile. The crew was then taken in.

NEW \$10,000,000 TUBE EFFECTS MANY CHANGES

Congested Traffic in Business District Will Be Greatly Relieved by Latest Artery in Transportation System.

ROUTES ALTERED

There is great activity on the "L" at Pleasant street and the North station in preparing for the changes in connection with the Washington street tunnel, which it is announced will be opened Monday. All elevated trains are then to be taken out of the present subway and run over the Atlantic avenue route until the rails of the Washington street tunnel are connected at Castle street and at the North station with the elevated structure.

Rails are now being laid on Shawmut avenue and Tremont street connecting the surface lines with the tracks at Pleasant street station now used by subway trains. The Pleasant street station is being finished, and the rail connections will be made as soon as the trains are taken out.

The Columbus avenue lines will run through Berkeley street and enter the subway at Pleasant street instead of at the Public Garden entrance.

At the North Station the elevated structure is being greatly altered. There will be two platforms instead of one as at present, and three tracks. Through trains will use the outside tracks, and the "shuttle" trains that are to run between the North and South stations will use the middle track, giving access to passengers coming from either the tunnel or from Charlestown who wish to go to the South station.

Instead of the elevated trains running one on each side of the surface lines as at present, the trains will enter the tunnel to the left of the surface lines that enter the subway.

The incline that will connect the tunnel with the elevated structure at the North station is well under way, as is the iron work that will support the new platform to be built parallel to the North station.

Little remains to be done at Castle street except to make the final rail connections. The incline is finished.

FAMILY IS SAVED AT FIRE BY DOG

John W. Davis of Melrose Awakened by Pet Discovers House Ablaze—Loss Set at \$3000.

The family of John W. Davis of Swain Pond avenue, Melrose, was enabled to escape from an early morning fire in their home because of the intelligence of a pet Boston terrier which aroused them from sleep while the house was burning.

The family, consisting of Mr. Davis, his wife and their 12-year-old daughter Ruth, Mr. Davis was disturbed by the whining and scratching of the dog.

He spoke but the animal persisted, and finally Mr. Davis went to his door. His attention was attracted to the floor below by the peculiar actions of the dog.

Following the animal Mr. Davis discovered a fire in a room on the floor below. The alarm was at once sounded and the family was able to dress and escape from the house, the damage to which is set at \$3000.

AN INDICATION OF GOOD TIMES

A straw indicating the direction the business zephyrs are blowing is given by a large local retail merchant who said:

"Business is a good deal better than it was. But there is a lot of room for further improvement. I just met the president of the largest combination of cotton thread mills in the country. He told me that an infallible sign that general prosperity is returning to the country is afforded by the falling off in the sale of cotton for darning stockings. He says that when business is bad, the market for darning cotton becomes active. But just as soon as business in general picks up the country over, down goes the volume of the sales in darning cotton, because the average American woman will not darn her own nor anybody else's stockings, more than once, if the family income gets somewhere near that of good times record."

CONTEMPT THROUGH IGNORANCE.

Because she could not read, Mrs. Fannie Bressier, a poor woman of New York, tore up a court summons, thinking it an advertisement, and was committed to jail for contempt. Through the intercession of a young lawyer, who took up her case free, she was discharged.—Exchange.

HUNT ELEPHANT DOWN BROADWAY

Big Pachyderm Bolts From Trainer and Creates Excitement In Several Streets Before He Is Captured.

NEW YORK—A number of New York citizens had the time of their lives today. An elephant hunt in Broadway was a decidedly unique proposition and those who participated will not soon forget it.

Four elephants which were being taken from the steamer Georgie to a Sixth avenue playhouse became frightened. While their trainer was trying to quiet the leaders, the trailer turned and with loud trumpeting started south down Sixth avenue. Across 42d street he dashed and turned down Broadway with every one on the street's madly scrambling for places indoors.

There was no lack of elbow room at the usually crowded corners and even the bold traffic police took to the sidewalk as the pachyderm lumbered by. The animal turned across 34th street and was captured by his trainer as he tried to butt his way into a building on 34th street. He was taken back to the theater in disgrace.

REPORT 200 MEN ENTOMBED IN MINE

Dispatch From Pittsburg Tells of Disaster Today in a Coal Shaft at Mariana, in Pennsylvania.

PITTSBURG—Two hundred miners are entombed in one of the shafts of the Pittsburg-Buffalo Coal Company's mines at Mariana, in Washington County, 21 miles back of Monongahela City. Their fate is unknown.

An explosion of unknown origin occurred in the pit about noon today. It wrecked the timbers leading down the deep shaft to the bottom of the mine. It is impossible at this hour to get the mine cage down into the shaft and the rescuers are baffled. The only possible way of reaching the victims of the disaster is through the air shaft or through the working shaft of other mines. The rescuers have started at points of ingress but they have a long distance to go to reach the wrecked area ways and chambers of the damaged pit. Many women and children, relatives of the entombed men, are gathered about the shaft weeping and moaning.

John Jones, of the coal company, this afternoon stated that he had received a report from the Mariana mine to the effect that an explosion had occurred. At the time he said it was impossible to state whether the explosion was caused by gas or by powder. He said that almost the entire force of men were in the mine at the time of the explosion, but he did not know the full extent of casualties. "Probably," he said, "200 men are entombed."

Arrangements were quickly made by the officers of the company to rush officials and a rescue party equipped with all the latest appliances to the scene of the disaster.

U. S. ACADEMIES TEST HERE

The first competitive examinations for appointments to West Point and Annapolis from the 9th congressional district were held at the Old Court House this afternoon. These examinations were physical tests, and the young men desirous of entering either of the United States academies will be given an opportunity to compete in the mental examinations, providing they passed the rigid examinations today.

Congressman Kellier has the appointment of a cadet to each of the academies and the two securing the highest rank in the examinations will be appointed by him. It is expected nearly 50 contestants will take the final mental examinations.

WILL MARCH AT TAFT INAUGURAL

WAKEFIELD—Members of Company A, 6th regiment, better known as the Richardson Light Guard of Wakefield, plan to go to Washington next March for the inauguration of President-elect Taft. They expect to participate in the inaugural parade, which it is said will be larger than at any previous inauguration in recent years. It is estimated that 2000 Massachusetts soldiers will be in line.

PU YI TO ASCEND THRONE ON DEC. 2

PEKIN—The Government has decided upon Dec. 2 as the date for the ceremonies attending Pu Yi's ascension to the throne. On this day the officials of Peking and all the members of the imperial clan will acknowledge fealty to the infant emperor of China.

SEES A MENACE IN CARNEGIE PLAN OF GIGANTIC POOL

A. O. Crozier Writes to Congressional Committee of Effects of Following Steel Man's Suggestion on Tariff.

AID TO MONOPOLY

Small Competitors Would Be At Mercy of Great Organization, Wilmington (Del) Man Concludes.

NEW YORK—Alfred O. Crozier of Wilmington, Del., who letter to President Roosevelt sealed the doom of T. Coleman Dupont of the Republican national committee, now claims that Andrew Carnegie's retreat from his former position as an advocate of a prohibitive tariff on steel is a matter of business. The letter indicates a logical reason for the reversal of the steel magnate's policy.

That Andrew Carnegie, with characteristic foresight, has perfected an international steel trust, removing all fear of difficulties from either friendly or malicious tariff tinkering, Mr. Crozier is certain. The removal of tariff from steel would only enable the international organization, which will supplant the United States corporation, to dominate the situation from an impregnable stronghold which the independent manufacturers may never hope to assail.

Mr. Crozier writes to Seneca E. Payne, chairman of the committee of ways and means, which is conducting the tariff hearing at Washington:

Far-reaching Effects. "Andrew Carnegie's declaration in favor of complete abolition of the protective policy so far as iron and steel is concerned, substituting a mere revenue tariff, is a thrust at the heart of the entire protective system. For if his position is true as to iron and steel, it is true as to a great many other industries."

"Whether so intended by Mr. Carnegie or not, no more clever plan could be devised to permanently trench the steel trust in absolute monopoly of the entire iron and steel business of the United States. Incidentally, every one of its nearly 200,000 employees and the million or more wives and children dependent upon them would forever and constantly be at the mercy of the Wall street managers of that trust."

Would Aid Trustees. "Mr. Carnegie's plan to abolish the protective tariff would perpetuate the trusts in their most offensive and oppressive form forever. For they no longer would be endangered by the starting of independent plants. The constant menace of competition with products made abroad with cheap foreign labor would scare independent capital from embarking in an enterprise threatened on one side by an aggressive trust and on the other by unrestricted foreign importations. In case of a strike, the international trust would import the product from its foreign mills, closing the American plants until labor is starved into submission. To protect itself against foreign importations, the trust has only to internationalize itself."

Scheme Is Practicable. "It is a dazzling scheme. There is some inducement in the fact that the international trust would largely be beyond reach of our anti-trust and other laws."

"Doubtless Mr. Carnegie spoke on his own account in all innocence of the ultimate effect upon the American workingman and producers generally. It is time for the American people to 'look, stop, listen' before taking a step of such possible danger to their welfare."

JAMES P. MUNROE NEW CHAIRMAN

The Massachusetts Commission for the Blind has been reorganized as follows: James P. Munroe of Lexington, chairman; Walter B. Snow of Watertown, treasurer, and Mrs. John T. Prince of Newton, secretary. The other members of the commission are: Miss Annette P. Rogers, Boston, and Dr. J. H. A. Jutte of North Adams.

WEATHER FORECAST

For New England: Fair tonight; Sunday fair with light west to southwest winds, becoming variable.
For Boston and vicinity: Fair tonight and Sunday, with light and moderate west to southwesterly winds; minimum temperature 34 to 36 degrees.
High water 2.15 a.m. and 2.35 p.m.

HINDUS IN BRITISH COLUMBIA MAY BE SENT ELSEWHERE

Problem Caused By Their Presence Leads to Proposal to Shift Them to Honduras and Employ Them.

LARGE LAND GRANTS

VICTORIA, B. C.—Ever since the influx of Hindus into British Columbia some time ago their presence in the province has been more or less of a problem, as they do not seem adapted to the labor requirements or the climatic conditions.

As they are British subjects their coming could not legally be prohibited, nor could they be deported without their consent, so the proposal was made to transfer them to British Honduras.

A delegation of the Hindus, who recently went to investigate the conditions there, have just returned from that country and report favorably excepting as to the wages, which are felt to be too small.

There is sufficient work in Honduras at present for 1000 men, on the railway and the plantations, and it is proposed to replace all the police with Hindus. The government will also arrange for large grants of land, so that those who have a little money will be in a position to employ some of their own people and eventually develop into landed proprietors.

Colonel Swaine, the governor of Honduras, is now on his way from England to British Columbia to look into the matter.

TECH MEN AWAIT DR. MACLAURIN

Dr. Richard C. MacLaurin, the new president of the Massachusetts Institute of Technology, is expected to be in Boston within a week to speak at a convention before the Technology men in Huntington hall, Rogers building.

When the choice of Dr. MacLaurin was made, Dr. Noyes, the acting president of the institute, said that he hoped to present Dr. MacLaurin to the students before long. The new president will come to Boston to speak before the men and to look over the institute, but owing to his engagements at Columbia will not be able to remain permanently until next May and possibly not until October.

This will be the initial appearance of Dr. MacLaurin before the student body. With the advent of the new president several important questions which have been troubling the corporation for a number of years, such as the permanent location here be definitely settled.



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OFFERS SOLUTION TO CHILD LABOR PROBLEM IN U. S.

President Eliot Addresses Meeting in Twentieth Century Club to Form State Branch of National Body.

LAUDS GERMAN PLAN

Governor Guild declared that Massachusetts is one of the three leading states in the Union in the repression of the evil of child slavery, and President Eliot of Harvard pointed out that there should be a cooperation between the officials of schools and the heads of commercial industries, at a meeting of the National Child Labor Committee held at the Twentieth Century Club, 4 Joy street, today.

The meeting was called for perfecting a state organization to act with the national committee in the further regulation of child labor. The meeting was called to order by Everett W. Lord, secretary of the national committee, and Governor Guild was chosen as presiding officer and Mr. Lord as temporary secretary.

A form of constitution similar in most points to that of the national committee, and recommended by it, was adopted. Grafton D. Cushing of Boston was elected chairman of the newly organized state committee and Frank Leveroni vice-chairman.

Governor Guild Speaks

Governor Guild, who was the first speaker, said Massachusetts was far in advance of other states in the direction of repressing child labor, but to keep in advance by better organization was the purpose of this committee. The Governor spoke of the great desirability of the establishing of uniform laws in regard to child labor and said that he hoped soon to see such in force throughout New England. In introducing President Eliot of Harvard, Governor Guild referred to him as the first private citizen of the United States.

Address of Dr. Eliot

President Eliot said in part: "Child labor is wasteful, not good for industry, and we ought never to have filled our mills with such labor, in most cases unskilled; but it is the educational side of the question before the industrial side upon which I am to speak. Germany has cordial and ample cooperation between officials of schools and the proprietors of industries in relation to this question." Continuing, Doctor Eliot spoke of the city of Munich which maintains 60 trade schools and where the welfare of their students is looked out for even after they leave the school. He urged the adoption of this method in Massachusetts and said that such cooperation was of the utmost importance. By this cooperation, after age limit of obligatory schooling was reached, the age of 14, provision was made up to the age of 16 for a part of the time during each day to be devoted to school instruction, thus insuring skilled labor.

Calls Drawing Necessary

Dr. Eliot said: "Drawing is an approach to trade skill, and mechanical drawing is necessary," and showed how it was impossible to devote much time to it or give the necessary instruction to produce skilled labor when pupils do not continue in school after they reach the age of 14. Speaking of the serious difficulty that might attend the perfecting of this cooperation by the rules of the trades unions, he said, "I must confess I do not know how this difficulty is to be overcome except by public opinion, which alone seems able to bring about legislation in regard to the rules and regulations of apprentice labor." He added that the unions stand for skilled labor.

In closing he spoke of the increased interest in the educational side of this problem all over the country.

Among those present were Bishop William Lawrence, Professor Bradley, Mrs. Mary Morton Kehew and Miss George A. Bacon, of Worcester.

NEW BUILDINGS FOR ANN ARBOR

Fireproof Dormitories and College Commons to Cover An Acre of Ground For Michigan.

ANN ARBOR, Mich.—A college commons and dormitory are now practically assured for the University of Michigan. The architects for both of these are Deane & Deane of Chicago, who planned and superintended the building of the dormitories and commons of the University of Chicago. The dormitory will be fireproof, six stories in height, and will be modern and sanitary throughout. The commons will be one story high, will cover nearly an acre of ground, and will be large enough to seat a thousand men.

The dormitory will be located on the southeast corner of Maynard and Williams streets, which is just off the campus, and the commons will be located not far from the dormitory. When the present expectation of campus enlargement is realized both of these buildings will be upon university grounds. The commons and dormitory are being erected with private capital, but the contract is such that the university authorities may take them over after a term of years.

FIRST SHOE AND LEATHER FAIR WILL BE HELD IN HUGE NEW CAMBRIDGE BUILDING



SHOE AND LEATHER FAIR BUILDING.

The building is situated on the Cambridge Parkway and will be used for Conventions and other gatherings which require large accommodations.

The building across the Charles river in Cambridge for the first World's Shoe and Leather Fair, to be held next summer, is nearing completion. The interior is in one great room, and is said to be the largest hall in America. It will have a capacity of 20,000 people.

While the building is designed primarily as the home of the annual World's Shoe and Leather fair, it is also to be used for national conventions and other gatherings for which Boston now has no building large enough.

The management promise a mammoth exposition, as it has been assured of the cooperation of 1000 wholesalers, 1300 tanners, 1000 jobbers, and 10,000 retailers connected with the shoe and leather industry. One of the exhibits will include a model shoe factory in full operation.

The structure is of cement and expanded metal, 500 feet long by 200 feet wide and is of pure Grecian style of architecture. The central dome is 125 feet in diameter and 85 feet from floor to tip. In the dome there is provided seating accommodations for 3000 persons in two galleries.

Four Main Entrances.

The building will have four main entrances 50 feet in width and will be divided from north to south by a 50-foot driveway through which automobiles may be driven. This driveway is of concrete and sunk five inches below the rest of the floor, so that it can easily be flooded, thus affording a great indoor skating pond. The outside foyer between the walls and the main hall will permit the building of a quarter-mile track, while the central course may be used for a straightaway course of 150 yards with an allowance of 50 feet for starting and stopping. After all the required space is given to the athletes, there will still be room for 12,000 spectators.

Provisions are being made so that the interior can be divided into several smaller halls if desired, each of these rooms being larger than any public hall now in use in Boston. The building is to be surrounded by a 20-foot lagoon and its four great entrances will be approached by means of bridges.

J. J. HILL FAVORS FREE TRADE FOR U. S. AND CANADA

Northwest Builder of Railroads in Interview Declares a Revision of the Tariff is Inevitable.

OFF TO CAPITAL

NEW YORK—"If this Congress does not revise the tariff, then the next Congress will. The people will attend to that part of the question."

James J. Hill, foremost promoter of the Northwest and champion of the American farmer, makes this observation. He had been talking on a different subject with George W. Perkins, chairman of the finance committee of the steel trust, when asked for an expression of views on Mr. Carnegie's declaration against a protective tariff, particularly on steel.

Perkins is Reticent.

"What is your view?" was asked also of Mr. Perkins.

The steel financier sealed his lips into absolute silence. Even Mr. Hill could not unlock them when he appealed occasionally for confirmation in the course of the tariff talk. Mr. Perkins would not even vouchsafe the customary non-committal, "I have nothing to say."

"The members of the congressional committee are simply piling up trouble for themselves," said Mr. Hill. "Our people out in the Northwest have not been down to Washington to air their ideas before the committee. But if the gentlemen of the committee want to know the views of the West and Northwest let them go out there to the people and they will learn very quickly."

"I have not read Mr. Carnegie's article, so I cannot discuss it in detail, but my views on the tariff, particularly on the question of reciprocity with Canada, I have expressed on various occasions."

Absolute Free Trade.

"I believe that the most natural, the most rational, the most highly profitable commercial status between Canada and the United States is absolute freedom of trade."

"That commerce must eventually move unrestrained between these two peoples is self-evident. Why not strike off the shackles now and let it move more freely instead of paying the heavy penalty of delay?"

A few evenings ago I said at the Chamber of Commerce dinner that I did not believe there was a valid argument in favor of the system that makes our international boundary line bristle with custom houses and forces every dollar's worth of trade between them to show its passport and pay its entrance fee."

Mr. Hill went to Washington on Friday afternoon, but he said he did not intend to appear before the House committee that is conducting an inquiry into the tariff question.

GRANDSON TO VICE-PRESIDENT.

UTICA, N. Y.—Vice-President-elect Sherman is in merry mood today following the arrival at the home of his oldest son, Sherrill Sherman, of a fine lady boy. It is the Vice-President-elect's first grandson and has been christened James Schoolcraft Sherman, 24.

LETTER SIX YEARS GOING 100 MILES TO ADDRESSEE

Nahcotta, Wash., Man Receives It From Olympia and Starts Investigation of Long Postal Delay.

RELATED TO MONEY

SPOKANE, Wash.—Governmental red tape, classed as a synonym for slowness, moves like chain lightning when compared with the time required for a letter mailed at Olympia, capital of the state of Washington, to reach the town of Nahcotta, Wash., 100 miles distant.

John Paul, a resident of the last named place, received a letter on Friday, November 13, which was mailed at Olympia the afternoon of October 28, 1902, being six years and 15 days in transit. Just where the missive has been during this time is not known and an investigation may follow.

The letter advised Mr. Paul that in a previous letter the amount of an overpayment to the state of Washington had been remitted by the land office. The remittance did not reach Mr. Paul, who has taken the matter up with the postal authorities in the hope of receiving the amount due to him on the overpayment and clearing the mystery of the long delay.

NAVY SURGEON SAVED HIS SHIP

Dr. Stokes Stated Relief's Crew to Fight Fire Which Broke Out and Used Cool Judgment in Typhoon.

MANILA.—The efficiency of Surgeon Stok, commanding the Relief, and the discipline of her crew, prevented grave disaster during the storm which the hospital ship experienced Nov. 16 and 17. The typhoon was encountered between Verde island passage and the Bugui light, and the heavy wave smashed in the forward deck house. On the following day the barometer fell to the abnormally low reading of 28.1. When near the storm centre a cross sea stove in both sides of the deck house and flooded all the decks.

Forecasting that the straining of the deck structure and the action of seawater must short-circuit the electric wires, Surgeon Stokes sent a fire brigade of hospital corps men to stations at the points where danger menaced from the electric wires. Almost immediately fire was communicated from the wires in seven places. Owing to the readiness of the crew to combat the flames they were extinguished before doing much harm.

Both engines became disabled and it took until Nov. 22 to effect repairs.

SIZE NOT HER FAULT.

Miss Parr Venue—Oh, man, there comes Mrs. Brown up ten steps! My! don't she look bellicose today! Mrs. Parr Venue—Don't use such vulgar language, daughter. Say adios. Mrs. Brown can't help being stout.—Exchange.

PROFIT IN DOGFISH PEST DISCOVERED BY THE CANADIANS

Destructive Enemy of Fishing Industry Utilized For Oil and Fertilizer by Dominion Government Plants.

YIELD BIG REVENUE

YARMOUTH, N. S.—Utilizing the dogfish for oil and fertilizer has now become the recognized method of combating this pest which has proved so destructive an enemy to the fishing industry. This year the dogfish are more plentiful than before, and consequently more dangerous to the fishing interests. Reduction works were established over a year ago at Canso and large numbers of these fish were reduced; establishments have been built also at Clark's Harbor and Shipigan, in New Brunswick. The original plant likewise has been enlarged and yields quite a handsome profit by reason of the success of its work, which consists of extracting oil from the dogfish and producing fertilizer from the remains.

To Run Night and Day.

The Canso works are planned to run day and night, and their capacity is about 25 tons of fish in 24 hours. The Clark's Harbor plant, it is reported, will reduce 30 tons of fish in 10 hours. Both these are Dominion Government plants. Not alone will dogfish be reduced to commercially valuable oil and fertilizer, but all descriptions of fish offal will be reduced to something of commercial value. Much that the fisherman now discards will find a place in the new economy of things, adding materially to the fishermen's profits.

As it is not anticipated that local fishermen can keep the works supplied, small vessels will be sent along the coast to gather up dogfish, other non-eatable fish and fish remains. Two steamers will probably be kept busy doing this work, beginning at once.

The reduction of the dogfish is accomplished by steam-cooking them in long iron cylinders, and then extracting the oil in presses. The oil is drawn off into tanks with steam pipes at the bottom and supplied with water. The oil floating on the first tank is drawn off into another, and so on, the 20 five tanks, when it becomes perfectly clear and is barrelled for market.

Yields 32 Cents Per Gallon.

The entire oil output of the Canso and Clark's Harbor factories is sold in New York, averaging about 32 cents a gallon. After the oil is drained off the remains of the fish fall into a screw conveyor and are taken to a dryer, heat being supplied by a large brick furnace, and after being dried are packed in bags for sale as fertilizer.

The development of this industry furnishes a profitable means of disposal for thousands of pounds of fish which heretofore were useless. Dogfish heretofore that were caught were thrown overboard after being killed, but since a use has been discovered for them taking them may prove an important business.

U. S. AND JAPAN IN AGREEMENT

Pact Mutually Pledges the Two Governments to Peace On the Pacific—Protects China's Independence.

WASHINGTON—Despite official reticence, information from reliable sources has been obtained of an agreement of far-reaching importance between the United States and Japan, covering the policy of the two countries in the Pacific.

The agreement is based upon the idea of encouraging and defending free and peaceful commercial developments in the Pacific. It contains not only a mutual guarantee to respect each other's territorial possessions there, but defines the attitude of the two countries toward China, binding each to defend by every peaceful means China's independence and integrity, and to give equal commercial opportunity in the Chinese empire to all nations.

But more important still, the agreement, in the event of complications threatening the status quo, binds the United States and Japan to consult each other with a view to acting together.

Special Fare to New York.

The Trunk Line Association has authorized merchants' rates to New York city for the 1909 Spring season. A special fare of a rate and a half for the round trip will go into effect Jan. 16 to 19, and thereafter at intervals.

\$4,000,000 TAKEN FROM BANKS.

LONDON, Nov. 27.—The British banks have received during the last three days more than \$4,000,000 which has been withdrawn from Belgrade financial institutions in anticipation of war between Serbia and Austria.

\$55,000,000 FOR DEFENSE.

The Argentine Senate has passed the bill appropriating \$11,000,000, or \$55,000,000, for armament. This large appropriation for military purposes is regarded as a move on the part of the Argentine government to keep pace in military strength with Brazil.

FINANCE BOARD CONDEMNS CITY SUPPLY METHODS

Report Recommends That Expert Be In Charge and Reform Made In Manner of Paying For Purchases.

SOME PROFIT MADE

Mayor Hibbard and the city council have received from the finance commission a report on the buying of city supplies which says that the present system is gravely defective in that the supply department simply signs a requisition, and there its duty ends.

The commission says that this method should be abolished and in its place should be a department to do the actual buying in the majority of cases for all the needs of the city. The commission finds that not only is the system bad, but declares the man at the head of it, Supt. Walter F. Burke, is incompetent. His statements made before the commission, it is stated, showed that he did not know how to obtain the best prices, to say the least. It was possible for a man not in the business of dealing in a certain article to get the contract, buy the article in the open market and sell to the city at a profit. This has happened in both flagstone and oil buying, it is reported.

Points Out the Defects.

Another defect is in not taking advantage of wholesale buying, and still another is in not paying cash and thereby getting a discount. To get these results there must be an expert at the head of the department.

The report does not favor a general supply house, but it does favor more centralized buying, with an opportunity to see that the proper goods are furnished at a reasonable price.

Comes Mrs. Brown up the steps! My! The commission's recommendations follow:

1. That the law be amended so as to authorize the creation of a general supply department for the city, under an expert buyer.

2. That the present position of superintendent of supplies be abolished.

3. That so much of chapter 6 of the ordinance of 1908, which is in violation of the acts of 1885, chapter 368, section 6, be repealed, and the supply department as at present constituted be discontinued.

Advices Purchasing Agent.

4. That pending the legislation necessary to establish a general supply department, a purchasing agent for the street department be appointed from the civil service list.

5. That the heads of other departments be authorized to use the purchasing agent of the street department as their agent to the extent that they may desire, and that by this voluntary cooperation the advantage of wholesale buying be obtained.

6. That a careful investigation be made of the system in the various departments of inspection of supplies as the same are received, and the extent of their facilities for weighing, measuring and testing supplies.

7. That a careful study be made of the method of purchasing supplies in practice by the U. S. government, by large corporations and by other municipalities.

8. That the auditor and treasurer be required to establish in their respective departments a system whereby prompt payments may be readily made to the end that the city may obtain the benefit of special discounts for cash.

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12 Tunes, 13-in. cylinder.....34.00
12 Tunes, 13-in. cylinder, Zither Attachment.....35.00

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Athletic Events of the Day — College Football Rules

CREW AND BASEBALL PROSPECTS NOW LIVE TOPIC

Harvard Students Are Now Figuring on the Chances of Winning From Yale in the Spring Contests.

TRACK TEAM WEAK

CAMBRIDGE.—The attention of those students at Harvard who follow college athletics are now focused on the coming contests with Yale on the river, diamond and track. The crew, baseball and track teams have all had full practice from which a fairly reliable idea of the possible outcome in each of those sports can be deduced.

Crew Outlook Bright

The crew has a much better outlook. In fact, Harvard ought to have a better eight than ever before, for last year's crew was probably the best that ever represented Harvard, and every man except the captain will be in the boat again. To fill that vacancy and perhaps to displace some of the veterans, there is last year's vigorous Freshman eight to pick from.

At the end of the fall rowing season the order of the first crew was: Stroke, Sargent; 7, Waid; 6, R. Cutler; 5, Captain Severance; 4, Bacon; 3, Faulkner; 2, Lunt; bow, E. Cutler; cox, Blagden. R. Cutler is the only man who did not row against Yale, and his work as captain and stroke of the 1911 boat shows promise. This will be Blagden's fourth year as coxswain, and he has a capable substitute in King who was coxswain of the 1910 crew. Mr. Wray, the coach, has turned out crews that were victorious over Yale twice, and over Cornell once. Barring accidents, there is no reason why he should not turn out another crew with a clean record to its credit.

Ball Team Loses Only Two Men

Captain Leonard of the baseball team has graduated, and McCall who finished his college work in three years will probably not stay for the baseball season. This will leave third and second bases vacant. Harvey substituted Leonard at third while the latter was out of the game on account of an injury, and he will probably play that position regularly next spring. For Harvey's position in the outfield and for second base there are several candidates of equal caliber; their hitting ability will probably decide their fitness. Hicks and Hartford of last year's star pitching staff will be reinforced by McKay who made a brilliant reputation on the 1911 team. The rest of the players on last year's team are reasonably sure of their places, except the first baseman. C. Hann Jr. of the 1911 team will make either of the men who played that position last year play better ball to retain the position. As is usual with a Harvard baseball team, hitting is the weak point. In Leonard and McCall the team loses the leaders in that department of the game. Captain Currier is a sure man with the bat, and Aronson, the fielder of home run fame, should develop into a reliable hitter. If Coach Pieper can bring out a number of hitters who can be depended upon when hits are needed, the success of the team seems fairly well assured, for there is little to fear for the fielding.

Track Outlook Not Promising

The fall work of the track team furnishes the most valuable statistics for basing predictions. At last a pole-vaulter has appeared who will be able to cope with the Yale stars in that event. He is J. R. Barr, '10, with a record of 12 feet 4 1/2 inches. This gain will be more than offset in the field events by the loss of B. T. Stephenson, '08, the best point-winner on the team last year. His loss will be most felt in the shot-put; C. C. Little, '10, who has shown marked improvement this fall, and F. H. Burr, '09, captain of last year's football team, are all that can be depended on in that event. In the high jump R. G. Harwood, '09, and R. P. Pope, '10, are the experienced men; two of last year's freshman team, Reed and A. Barker, have shown some ability. Two more of that team will have to be depended on to strengthen the broad jump. Long and Dick, for Ruck and Little of the junior class are the only ones left from last year. A repetition of Yale's clean sweep of all three places in the hammer throw seems very probable.

In the track events Harvard will fare better. Captain Rand and Gardner, '10, are left in the hurdles. Blumer, '10, is the only point winner left in the sprints, and Foster, '11, seems to be the only other available man. Both are better in the 220-yard dash than in the shorter distance.

Harvard's strongest event is the 440-yard run, with Merrifield and de Selding from last year's team. H. W. Kelly, '11, and H. E. Keay, '10, Whitcher, '09, and Watson, '10, who won first and second place respectively in the half-mile against Yale, will not run this year as both are badly out of condition. This leaves a big gap to be filled and at present there are no likely prospects of filling it.

The situation is hardly more encouraging in the mile, unless H. Jacques, '11, who was third in the intercollegiate cross-country run, should decide to run in this race instead of the two-mile. In such a case the men who would be left

PLAY FOR INTER-STATE TITLE

The school football championship of Massachusetts and Rhode Island will be played for today at Waltham when Waltham High and Hope Street High of Providence come together. Each team is acknowledged to be school champion of its state and much interest in being taken in this match.

Neither team has been defeated this year. Waltham has met the strongest school teams in this section of the state, and the same is true of Hope Street High. Both teams are well coached in the new style of game and an interesting contest is assured.

The teams will line up as follows:
WALTHAM HIGH. HOPE STREET.
Standard, left tackle, P. McCartney; Miller, left end, R. Keen; Ketchell, right end, H. Brice; Guthrie, right tackle, C. Makepeace; Smith, right guard, H. Freeman; Wright, center, R. Brown; Evans, left guard, R. McHugh; Leary, left tackle, H. Guld; Sanderson, left end, H. Andrews; The following are substitutes: J. J. Hallahan, Boston; referee, J. Pendleton; Bowdoin, head linesman, E. Swaffield; Brown, field judge, F. Hoey, Boston.

FOOTBALL TEAM TO HAVE BANQUET

Harvard Club to Give a Complimentary Dinner to the Victorious Team at Hotel Somerset.

A complimentary dinner is to be given to the victorious Harvard football team at the Hotel Somerset next Wednesday night by the Harvard Club of Boston. The presiding officer will be Major Henry L. Higginson '55, who presented Soldiers field to the college for an athletic field. J. W. Farley who was an end on the victorious team of 1898 will be toastmaster. Those who speak will include Prof. L. B. Briggs, '75, dean of the faculty of arts and sciences, and chairman of the athletic committee; Hon. George von L. Meyer, '79, postmaster general of the United States; P. D. Haughton, '99, the head coach of the eleven during the season just ended; Francis H. Burr, '00, who was captain of the team, but on account of injuries was unable to play in the final games of the season, and W. F. Gareolon, '05, the graduate manager of Harvard athletics.

STRONG BASKETBALL AT TECH

With three members of last year's team back at work and a good number of promising candidates for all the other positions, the Technology basketball team ought to prove a strong aggregation. The management of the team has made up an attractive schedule which includes a short trip to New York during the mid-year vacation.

The members of last year's team who are back are P. M. Wentworth, captain; T. B. Parker and W. B. Hargraves. The complete schedule follows:
Dec. 9, Boston College at Technology Gym; 12, Dartmouth at Hanover; Jan. 7, Tufts at Medford; 8, Williams at Williamstown; 12, Harvard at Cambridge; 15, Lowell Textile at Lowell; Feb. 3, Wesleyan at Middletown; 4, Manhattan at New York; 5, College of the City of New York; 10, Brown at Providence; 13, Tufts at Technology Gym; 16, Holy Cross at Worcester; 19, Dartmouth at the Gym; 24, Lowell Textile at the Gym; 27, Rhode Island State College at Providence; March 6, New Hampshire State College at Durham.

E. VER WIEBE TO TRY BASKETBALL

Ernest Ver Wiebe, fullback of this year's Harvard varsity football team, has announced his intention of trying for the varsity basketball team this fall. He is not a new man at this game, as he was a member of his class team one year. It was through his sensational rushing in the Yale game that Harvard was able to reach Yale's 15-yard line, at which time he was removed from the game and Kennard, who kicked the goal, substituted in his place. He is a member of the senior class.

PAULL CAPTAIN OF PENN TEAM

PHILADELPHIA.—The members of the cross-country team of the University of Pennsylvania have elected William Paull captain of that team for next year. Captain Paull came from Mercersburg Academy, where he was interscholastic cross-country champion. His home is in Buffalo, N. Y. In the recent intercollegiate cross-country run he was fifth, covering the course in 34 minutes and 10 seconds, being the first Pennsylvania man to finish.

In the two-mile is Dole, '09, and Whitney, '09, who have both been showing improvement over their last year's work.

Thus, of the men who scored for Harvard in the dual meet with Yale and later in the intercollegiate, only eight will compete again. The outlook at present presages no better success for Harvard in those meets than last year.

YACHTSMEN ASK FOR LOAD WATER LINE INSTEAD OF L.

Atlantic Coast Conference Committee Will Submit Its Report at New York Yacht Club Meeting.

CHANGES WANTED

NEW YORK.—A report has been made by the committee chosen at the last meeting of the Atlantic Coast conference for the purpose of suggesting certain changes in the measurement rule as well as the present system of classification. The report will be submitted at the meeting which has been called for next Wednesday night at the home of the New York Yacht Club. Clinton H. Crane is chairman of the committee and the other members are M. Clark, R. W. Emmons, 2d, H. DeB. Parsons and C. L. Poor.

The report makes the following suggestions regarding the chief question at issue:

The time allowance tables depend upon "length." Thus, so long as these or similar tables are used, yachts must be rated according to their length. Other factors which may appear in the rating formula are and must be subordinate to length. The general form of the tables in common use and as adopted by the conference cannot be improved upon without radical departures in the entire method of calculating rating measurement and time allowance.

The committee believes that the rating formula now in use, i. e., rating measurement equals 9.182 times length multiplied by square root of sail area divided by the cube root of displacement, is the best yet devised, but then the formula contains the logical elements of speed, namely, length, power and resistance.

The committee recommends the adoption of the following amendments to the racing rules in the place of those resolutions passed at the meeting of Oct. 8, which are inconsistent with these recommendations.

The L in the formula shall be the load waterline plus one half the excess of the quarter beam over the percentage of the load waterline given by the formula. Percentage equals 100 minus the square root of load waterline.

The load waterline shall be the distance in a straight line between the points farthest forward and farthest aft, where the hull, exclusive of the rudder post, is intersected by the surface of the water when the yacht is afloat in racing trim.

The quarter beam shall be measured in a line parallel with the middle fore and aft vertical plane at a distance from it equal to one-quarter of the greatest beam "B" at the load waterline and one length of this beam "B" above the load waterline, and in case there are any notches, jogs, curves or angles at or near the plane of measure it shall be taken on a fair line bringing such notches, curves, jogs or angles.

Amend under heading "limits and penalties," page 236, by striking out the first two paragraphs.
Amend rating formula as amended Oct. 8, 1908, by substituting 0.180 for 0.182, so that formula shall be: Rating measurement equals 0.180, times multiplied by square root of sail area divided by cube root of displacement.

Amend "classification" by striking out everything under headings "schooners" and "sloops and yawls" and substituting thereof the following:

SCHOONERS.

First class I, all over 100 feet rating measurement.
One hundred-foot class A, not over 100 feet and over 88 feet.
Eighty-eight-foot class B, not over 88 feet and over 75 feet.
Seventy-six-foot class C, not over 76 feet and over 65 feet.
Sixty-four-foot class D, not over 65 feet and over 55 feet.
Fifty-five-foot class E, not over 55 feet and over 46 feet.
Forty-six-foot class DD, not over 46 feet.

SLOOPS AND YAWLS.

First class F, all over 400 feet rating measurement.
One hundred-foot class G, not over 100 feet and over 88 feet.
Eighty-eight-foot class H, not over 88 feet and over 76 feet.
Seventy-six-foot class J, not over 76 feet and over 65 feet.
Sixty-five-foot class K, not over 65 feet and over 55 feet.
Fifty-five-foot class L, not over 55 feet and over 46 feet.
Forty-six-foot class M, not over 46 feet and over 38 feet.

SLOOPS.

Thirty-eight-foot class N, not over 38 feet and over 31 feet.
Thirty-one-foot class P, not over 31 feet and over 25 feet.
Twenty-five foot class L, not over 25 feet and over 20 feet.
Twenty-foot class R, not over 20 feet and over 16 feet.
Sixteen-foot class S, not over 16 feet.

Amend under heading "certificates of measurement" by striking out the words "and the L" and inserting the words "the load waterline and" so that the sentence shall read: "The measurer or his assistants shall personally measure the spars, the load waterline and the quarter-beam length."
Amend under head "displacement"

by adding the paragraph: "When the displacement of a yacht has been properly ascertained, it need not be redetermined except in case of protest or upon notice that ballast has been taken on board or discharged."

CHICAGO TEAM MAY VISIT CUBA

CHICAGO, Ill.—President Murphy of the Chicago National League baseball team is planning to take his club to Cuba next spring. The team has won the world's championship two years in succession and it is the intention to play some of the strongest Cuban teams during the visit, and return to this country in time for the opening of the league season next April.

He plans to have the champions do their early spring training at Vicksburg, and then go to Cuba for the finishing weeks of this preliminary work.

MT. PLEASANT ELECTED CAPTAIN

CARLISLE, Pa.—Frank Mount Pleasant, the former quarterback of the Carlisle Indian School eleven, has been elected captain of the Dickinson College eleven for next year. He is a junior there. Mount Pleasant was famous as a drop kicker, scoring many points for the Carlisle team in that way. He was a member of the American team that took part in the Olympic games at London last summer, competing in the running broad jump.

LONGBOAT TO RUN DORANDO

BUFFALO, N. Y.—Arrangements were closed yesterday afternoon which assure the running of a 15-mile race in the local armory Dec. 15 between Tom Longboat, the famous Indian runner, and Dorando Pietro, the Italian Marathon runner, who recently defeated J. J. Hayes in a 26-mile race in New York.

YALE VS. SPRINGFIELD AT SOCCER

NEW HAVEN, Conn.—The soccer football team of the Springfield Training School will play a game this afternoon with the Yale team. Each team has played one game this year and each suffered defeat.

GOLF TOURNAMENT NEAR END

LAKEWOOD, N. J.—The golf tournament of the local Country Club is progressing rapidly, the first and second rounds having been finished yesterday. Among the winners were Fred Herreshoff and ex-champion Findlay S. Douglas.

INDOOR TRACK TEAM FOR TECH

Preliminary practice for the indoor track meet at the Massachusetts Institute of Technology has begun in the gymnasium. Only a few men came out for the first practice but when the interest is aroused a large number is expected. The majority of the men who appeared at this practice were veterans.

Captain Carl Gram of the team took charge of the first practice and a short run was held from the gymnasium. The course lay down Huntington avenue to Cumberland street and back by way of St. Botolph street to the start.

The prospects for a good indoor track team are very bright this year, as with the exception of R. L. Gimson of Leicester, England, and H. W. Blackburn, a fast quarter-miler and a point-winner at the New England intercollegiate, the entire team will be back for work. The Freshman class promises to furnish some excellent material.

INCREASED SPEED FOR MOTOR BOATS

Designer Herreshoff Has a New Device For Reducing the Resistance of Propellers On Racing Yachts.

BRISTOL, R. I.—A new device which it is claimed will eliminate one of the heaviest handicaps under which motor-boats of all types have been sailed, has been worked out by Designer Herreshoff of international yacht race fame.

The new arrangement has been tried out on an auxiliary cruising sloop which the Herreshoffs have just built for L. A. Scott, a Philadelphia yachtman. The sloop has a mainmast which for length would mark the craft as a racer anywhere. It is 30 feet in length, of the pole type, and has a full rig for carrying 1000 square feet of canvas, including a mainsail and forestaysail.

This new device makes use of centrifugal force to reduce the resistance of propeller blades, when they are not driving the boat, to the minimum. By means of it the propeller blades of her double

HOPES TO LEAD TECH TRACK TEAM TO VICTORY.



Capt. Carl Gram, M. I. T. Track Team.

screws will not interfere with her headway under canvas, for the two sets of blades are placed and so hung that the centrifugal force exerted when the craft is in motion under sail acts upon the blades in such a manner as to cause them to "feather," one within the other. The invention worked finely in the trials.

M. I. T. FRESHMAN BASKETBALL

At a meeting of the candidates for the Technology Freshman basketball team, Alfred F. Kenrick of Brookline was elected temporary manager. Twenty-four men have signified their intention to try for the team. Plans for a series of three games with the Sophomores are being worked up.

GOOD OUTLOOK FOR TRACK TEAM VICTORY AT YALE

The Blue Lost Only Six of Last Year's Team—Many Promising Sophomores to Replace Them.

STRONG IN MILE RUN

NEW HAVEN, Conn.—The outlook for a strong track team at Yale next spring is very bright. Of last year's winning squad only six men have graduated and there is a large amount of good material from the freshman squad that will be available. Last year four events were left without good material and the team won both the Harvard and Princeton dual meets. The freshman team beat the Harvard freshmen and tied Princeton. On the whole this year's prospects are much brighter than those of last year.

In the pole vault Yale has promising men in W. P. Roberts '09, F. T. Nelson '10, and E. Osborn '10s.

In the dashes there will be R. B. Burch '09, G. M. Butler and R. H. Cary '09s.

In the 440-yard dash will be W. Snyder '10s, W. H. Parsons '10, and E. R. Seymour '10.

M. D. Kirjassoff and S. E. Short '10s will be candidates for the half-mile run.

In the mile and two-mile runs Yale has much good material, notably R. A. Spitzer '09, A. C. Coney '09, R. L. Mann '09, and M. C. Lightner '09.

The hurdles will probably be taken care of by S. U. Howe '09s, D. R. Robbins '09s, and J. R. Kilpatrick '11.

The weights will be cared for by W. A. Goebel '10, C. T. Cooney '10, and J. R. Kilpatrick '11, all members of this year's varsity football team.

E. H. Coy '10s, R. A. Riley '10s, and E. H. Reynolds '10s will probably be prominent in the high jump.

No men have been lost in the broad jump and some good ones will probably be added from last year's freshman team.

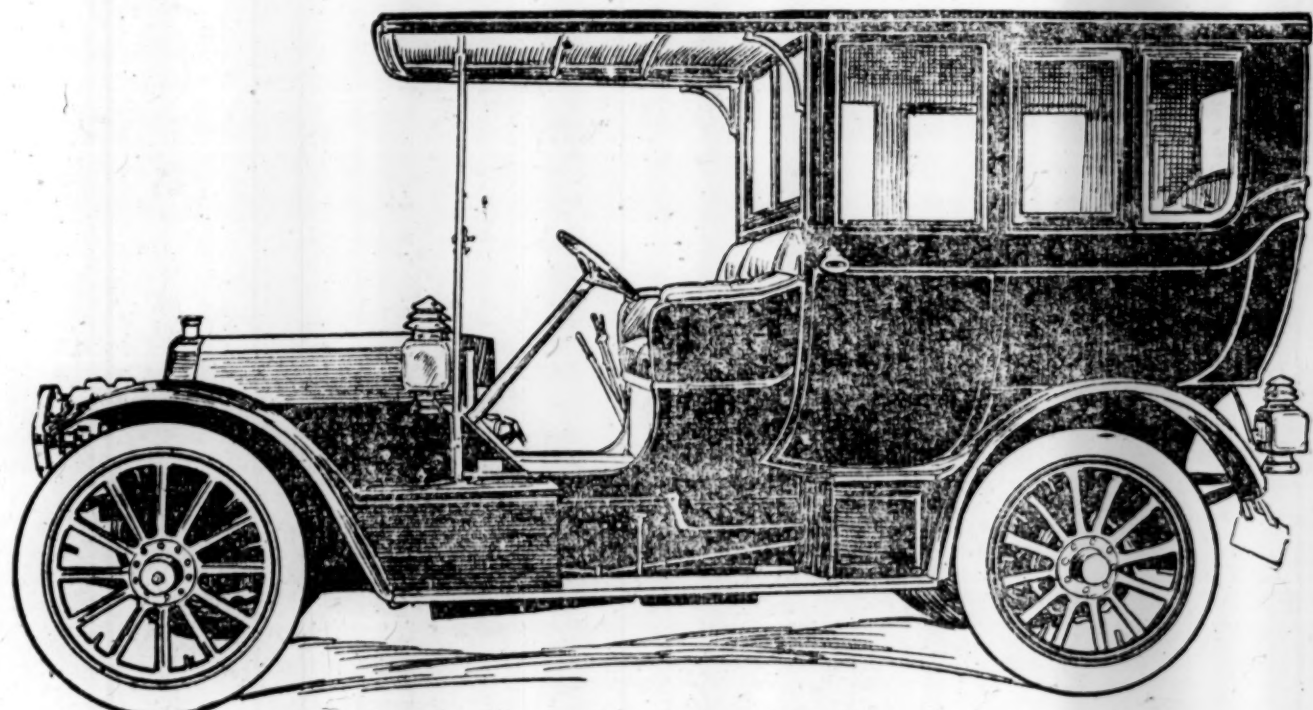
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ARMENIANS FAIL TO SECURE FULL REPRESENTATION

Turkish Election of Deputies Gives Results Less Favorable to Them Than to Other Elements.

KURDS' CRISIS ACUTE

SMYRNA.—In Anatolia the majority of deputies elected are Turks, mostly members of the "Union and Progress" Association. The Greeks, too, have a fair representation, thanks to their compact settlements. The Armenians, however, with a large part of the nation in Russia, and another part still in Persia, and the rest widely scattered over Asiatic Turkey, will probably fail to secure the representation to which their high importance, numerical, economic and intellectual, entitles them.

While this gives open or secret satisfaction to the Greeks, their rivals ever since the day of Armenian ascendancy in the Byzantine empire, the Young Turk party is conscious of a distinct loss therefrom.

Young Turks Fraternize.

Young Turks and Armenians have long contracted mutual sympathies, especially during their exile in western Europe, and recent demonstrations of fraternity between the two, in deeds no less than in words, are a noteworthy feature of the new order of things.

Like the Greeks, the Armenians have always played a prominent financial role in Ottoman affairs, to the practical exclusion of the Jews, except in Salonica, a Hispano-Jewish city. This prominence weighed heavily on the unbusinesslike and unenterprising Turkish fatalist and the resulting misunderstandings were largely responsible for the atrocious persecutions of the Armenians in the past.

However, apart from the massacre of prominent Armenians in Constantinople, where the lowly Armenian water carriers were left unmolested, the Turks were guilty rather of denying protection to the Armenian rural population in Asia Minor, than of participating in a large measure, in the increasing raids of the Kurds.

Kurd Problem Up Again.

The Kurd problem which recently came up again in a most acute form through the insurrection of the principal Kurdish brigand chief, looms large before the assembling of co-operation between Turks and Armenians, as it is gradually recognized that the latter must duplicate on the Persian frontier the civilizing work they have with such undisputed success undertaken in the Caucasus and beyond, since their wholesale emigration into Russian territory.

Indeed a friendly and frankly collaborating Armenian nation is almost a condition sine qua non for the success of the Turkish reforms as well as for Turkish independence, since their important geographical position in the Caucasus and especially north of it, and the position of trust they enjoy in the Russian empire, may make them under certain circumstances, the arbiters of the integrity of the Ottoman empire.

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COLLEGIANS WILL PUT ON AN OPERA

Ann Arbor Students Will Produce "Culture" For Benefit of Michigan Union—Press Agents Working.

ANN ARBOR, Mich.—"Culture," a comic opera written by undergraduate students of the University of Michigan, will be presented by the students at the new Whitney Theater here for five performances, beginning Dec. 16, for the benefit of the clubhouse fund of the Michigan Union, which has for its object the advancement of the interests of the student body.

Last year the plan of giving an opera annually was inaugurated, and "Michigan" was presented, netting over \$2000. Roy Dickenson Welch, of Danville, N. Y., and Donald H. Haines of Kalamazoo, Mich., who wrote "Michigan," created all but one of the songs of "Culture." This song, "I Want to Be a Football Man," by Donald A. Kahn, of South Bend, Ind., and Earl V. Moore of Lansing, Mich. All parts of the opera will be taken by boys. The student publicity men are turning out an interesting collection of press stories.

Hal Stevens, the Detroit theatrical man, is directing the rehearsals.

U. S. GUNBOATS WANTED IN CHINA

No Reason For Alarm in Request For Patrol on Yang-tse River Sent by Consul General Denby.

SHANGHAI, China.—U. S. Consul General Denby's request for the moito-foot gunboats to be sent at once to patrol the Yang-tse river is not regarded as evidence of any particularly alarming conditions. It is the custom of the foreign nations represented in the international government of Shanghai to divide up the task of patrolling the Yang-tse, so as to assure the greatest amount of protection to foreign residents and travelers.

The Yang-tse being navigable for 1800 miles presents a large amount of shore to be patrolled. The immense population living upon the river comprises some very turbulent elements, addicted to piracy, and hard for the native authorities to control.

The work of the foreign gunboats on the river is done in cooperation with the Chinese government. Hence the call of Consul General Denby for gunboats does not indicate anything in the nature of an uprising, but rather that they are required for the ordinary police work of the river country.

ONE HALF OWNER IN BAY STATE

New Haven Railroad Figures Show Rapid Increase in Distribution of Stock Among Investing Public.

NEW HAVEN, Conn.—Approximate figures compiled at the office of the New York, New Haven & Hartford railroad show a rapid increase in the distribution of the stock among the investing public. The total number of stockholders is now about 16,300 as compared with 14,139 about a year and a half ago. About 8,200 stockholders live in Massachusetts, 3,500 in Connecticut, 2,200 in New York and about 600 in Rhode Island, there being between 1,000 and 1,700 stockholders living elsewhere, a good many of them abroad.

The largest ratio of increase of stockholders is in Massachusetts and New York, the increase in about 18 months being in the former state about 900 and in New York about 500. When the last figures were officially published for the four states in 1906 there was a total of 9,405 stockholders, of which 4,160 were in Massachusetts, 2,588 in Connecticut, 1,472 in New York state, 44 in Rhode Island and 741 elsewhere. In eight years therefore the number of stockholders of the corporation has almost doubled. The increase has been due to a considerable extent to the conversion of the various classes of bonds of the company into stock.

ST. ALBANS PLANS TWO OBSERVANCES

ST. ALBANS, Vt.—The St. Albans board of trade has voted to hold a celebration in this city during the Lake Champlain tercentenary week beginning July 4 next. The suggestion has been made that a tablet be erected on the site of the house built by Jesse Welden, the first settler in St. Albans.

It was voted to observe the 100th anniversary of the birth of Abraham Lincoln, Feb. 12, 1909. A committee, consisting of Walter H. Crockett (chairman), ex-Gov. Edward C. Smith, Principal James A. Avers, the Rev. D. J. O'Sullivan and H. Charles Royce will arrange detailed plans.

CHELSEA SHANTY TO GO.

It is probable that the shanty on the large Chelsea rebuilding job complained of by the Italian laborers' unions will be removed next Monday.

CRUISE BRINGS TO LIGHT NEW NAVY NEEDS

More Refrigerating Vessels, With Ample Facilities For Storage, Demanded by the U. S. Navy Department.

SPEED IS REQUISITE

WASHINGTON.—The cruise of the battleship fleet is being made the basis for various departmental demands for appropriations to aid the navy department. Paymaster-General E. B. Rogers, in his annual report to the secretary of the navy, seeks to have Congress devote money to the building of new fast supply ships.

He points out that the present ones are too slow and are consequently a source of weakness, making it impossible to keep the supplies up with the fighting ships, besides necessitating retarding battleships, in case of war, to guard them. The lack of adequate supply vessels necessarily shortens the radius of activity of the fleet, which cannot undertake any prolonged operations without the attendance of such craft.

Provisions for 150 Days.
The battleships, when they started on

their world cruise, the paymaster general remarks, had every available store-room compartment filled with provisions and other kinds of stores, a condition that would not be practicable except in a state of peace.

Even at that, and assuming the coal supply to have been ample, the fleet could have kept the sea uninterruptedly for more than about 130 days without replenishing. This the paymaster general does not think a sufficient length of time, holding that ships should be provided to carry at least 150 days' provisions, independent of such as can, in time of war, be stored in the storerooms of the fighting ships themselves, which is not likely, he thinks to exceed a 30 days' supply.

Speed of Fleets Increases.

The speed at which fleets can move in time of war is increasing. Paymaster General Rogers says, and as swift sailing refrigerating ships do not exist in the merchant service the government would have to run chances of picking up suitable supply vessels in case of hostilities, with the probable outcome that none would be found with both satisfactory equipment and speed. In such a case the fleets would be forced to operate on such stores as they could carry aboard the battleships, or moderate their speed to that of slow-moving auxiliaries.

YEAR'S TRADE WITH POSSESSIONS \$170,000,000

Hawaii, Smallest of All, Leads the Non-Contiguous Territories in Business With Home Country.

NOTABLE INCREASE

WASHINGTON.—Trade of the United States with its non-contiguous territories will approximate \$170,000,000 in the year which ends with next month. Ten years ago the trade with the same territories amounted to approximately \$60,000,000, the increase during the decade having thus been nearly 200 per cent. During the same period the trade with foreign countries has increased less than 60 per cent.

This estimate of a grand total of \$170,000,000 as the value of the commerce between the United States and its non-contiguous territories is based upon 10 months' returns just compiled by the bureau of statistics of the department of commerce and labor, which show \$82,000,000 in value of shipments to the United States from those territories and \$83,000,000 value of shipment from the United States to those territories.

MUSICAL NOTES

In making the program for his recital in Jordan hall next Monday afternoon, Ernest Schelling is avoiding an unduly long list setting an example worthy of general imitation. The selections made are: Chromatic Fantasy and Fugue, Bach; Symphonie Etude, Schumann; Two Intermezzi from op. 117, Brahms; two Etudes F major (op. 25) A flat (op. 10) Chopin; two Overtures op. 27, Chopin; Valse Rubinstein; and Rhapsodie Number 10, Liszt. Seats may be had at Symphony hall until noon Monday, after that at Jordan hall.

It is so unusual for Arthur Foote to take part in a concert program that his appearance as the assisting artist in the concert of the Kneisel Quartet, at Fenway court, Dec. 8, is quite a notable event. He is to play the piano part in his own trio for piano, violin and cello, op. 65. The numbers for the Kneisels are the quartet by Schumann in A major, op. 41, No. 3; that by Grieg (undisputed) in F major, and the scherzo from Eugene O'Fallon's quartet in E flat major op. 11. A few seats may be had at the Boston Music Company's store.

At the first of the series of three chamber concerts to be given by the Czerny string quartet, at Steinert hall, on Wednesday evening, Dec. 9, evidence will be given of a desire on the part of Mr. Czerny to not his full share to the novelties of the present musical season. He will in this programme present the first performance in this city of the quartet for strings in C major, op. 5, by Paganini, and that in C minor by H. Krumpholtz. The quartet in C minor by Beethoven will complete the works for the evening.

An opportunity will be given at Mme. Chaminade's concert in Symphony hall, on Dec. 12, to hear the famous piano and vocal compositions of this artist under the most favorable conditions. Mme. Chaminade, who is to play a large number of her own compositions, thus giving the charm of her interpretation to piano selections which enjoy a world-wide popularity. Many of her vocal compositions will be presented by Mlle. Yvonne de St. Andre, mezzo soprano, and Ernest Groom, baritone. Mlle. St. Andre comes with a record of repeated triumphs in the European capitals and Mr. Groom is an accepted favorite in England. Seats will go on sale next Friday, at Symphony hall.

CANADIAN LAND QUESTION NOW IN SUPREME COURT

British Columbia Asks Dominion Government to Relinquish Its Claims Involving Millions of Acres.

C. R. R. INTERESTED

VICTORIA, B. C.—Before the supreme court of British Columbia a question has been raised that is said to be the largest ever brought before a Canadian court, involving millions of acres of provincial lands now held by the Dominion government. By the provincial act of 1884 the lands in the railway belt, comprising twenty miles each side of the Canadian Pacific Railway from the coast to Alberta, were conveyed to the federal government to aid in the construction of the C. P. R.

The federal government has assumed that these lands were given outright, and have administered them upon that basis, but the provincial government contends that they were only conveyed "in trust" and is now demanding that the federal government render an account of its trusteeship, showing the revenues derived from these lands since 1884, and the surplus over the cost of railway construction in the province. British Columbia asks that this surplus be paid over to it, and that the Dominion government relinquish its trusteeship. The case will be taken before the privy council in the event of an adverse decision.

MISS DUNCAN'S DANCE CHARMS

Boston People Applaud Graceful Interpretation of Ancient Greek Heart in Jordan Hall.

Miss Isadora Duncan gave her interpretation of the Greek heart through the medium of classic dancing Friday evening at Jordan hall. On a stage hung with grey-green curtains so that the dancer appeared as a relief coming to life on the convex surface of a bronze urn, she interpreted all the emotions of the human heart as they may have been felt in the days of a people's childhood, a people imbued with the sense of beauty.

The dancer portrayed youth and sportiveness with the lilt and abandon of birds and fawns. There was an intense gaiety in her curves and gliding which carried along in a continuous stream a succession of charming figures as though the border of the Greek urn were unwinding in a living ribbon.

Playing at ball on the seashore with other youths, and crying the ships bringing home the warrior brothers, she danced the joy of a hundred maidens and youths, so that the stage was peopled with fancies and the very ships were seen and the braggart Greeks plunging into the surf to be first to tell the adventures.

Miss Duncan also danced under a cobalt light the dance of despair, and under a roseate violet the dance of the frenzy of war, the dance of the seethes. Her Bacchante was more the sweet harvest home of the grapes than a wine song; for her joy was the joy of a sweet, luscious nature, without a thought of bacchanal.

Boston looked on with hesitant approval through the first numbers and though charmed waited, but at the end its applause was emphatic and cordial, and the response was an e: a of the "Beautiful Blue Danube," and still another, Schubert's "Moment Musical."

Miss Duncan was accompanied by an orchestra from the Metropolitan Opera House, New York, conducted by Paul Eisler. She will dance Dec. 10 in Symphony hall to the music of Beethoven's "Seventh Symphony."

HEIR TO GREAT GERMAN WEALTH—A CLERK IN U. S.

American Business Training Will Aid Care of Fortune Says Father of Boy Working in Steamship Office.

STARTS AT BOTTOM

NEW YORK.—With the prospect of some day inheriting the vast wealth of his father in Germany, William Teklenborg, a young German lad, who arrived here not long ago is working long hours at a clerk's desk in the office of the North German Lloyd Steamship Company and battling with the vicissitudes of business as earnestly as if he were not destined some day to step into the front rank of directors of the concern.

Following the plan of many heads of wealthy German families, the elder Teklenborg concluded that the way the family wealth was acquired was the surest way to hold it, and decided to give his son and heir the best possible business training abroad. The United States being the country with which the big shipping corporation does the bulk of its business, Herr Teklenborg sent his son to New York to learn American methods of business, as well as to become initiated in the subordinate duties of the great institution which he will some day control.

Like most other young Germans, who go to foreign countries to be inducted into the rudiments of commercial life, young Teklenborg lives on his salary, thrift being one of the cardinal virtues of the system in which German youth are reared.

London, Southampton and other English cities are literally swarming with German young men who have taken up their abode there and entered business employ, and many offices in staid old England have none but German clerks, while in the British colonies German business assistants are even more at a premium. In Singapore particularly Germans in a great many instances have gained possession of the most prosperous lines of business. In South America also are colonies of Germans who have gone out to seek their fortunes in a new land and have decided to cast in their lot with the country.

Hence Teklenborg does not see anything remarkable in the heir to millions going to a foreign city and working at a desk on a small salary. So far from being ashamed of working at drudgery, he says that he would not be a worthy successor to his father if he did not begin at the bottom rung and work his way up, learning each successive step of the business as he goes.

LOBSTER CATCH MAKES BIG GAIN

Rhode Islanders Get 12,000,000 Pounds in Newport Waters This Season—Nova Scotia Distanced.

NEWPORT, R. I.—Lobster Commissioners Luth and Harrington are at work on their report of the lobster season in the waters of this location, the season beginning April 15 and ending November 15. The report shows this has been the largest in many years.

While Nova Scotia has been competing largely with its lobsters for some years, the present year shows that the forwardings from that quarter into Newport have fallen very largely. The shipment from Nova Scotia to Newport for the year was 75,000 pounds.

For the lobster season this year 12,000,000 pounds of lobsters were taken from the waters of this state. Newport this season had 65 sailing and power boats engaged in the lobster business against 44 for 1907. This year 54 row-boats were used against 42 last year. Last year 116 men were engaged in the business against 171 this year. There were 10,785 lobster pots used this year against 7509 for 1907.

TEXAS MAN MAY BE HARVARD HEAD

Among the many men who have been mentioned as possible successors of President Eliot of Harvard, David Franklin Houston, president of the University of Texas, stands out prominently as having, within a week, been given most earnest consideration by President Eliot and the university authorities.

President Eliot, a few days ago, discussed this name for over an hour with one of his closest advisers, Dr. Eliot expressed himself in terms of highest regard for the prospective candidate.

President Houston is 42 years old. He was a distinguished student in the Harvard graduate school a few years ago, and has risen rapidly in the educational world. He is as much noted for his executive ability as for his scholarship. He was born at Monroe, N. C., Feb. 17, 1866, graduated in 1887 from South Carolina College, received an A. M. degree at Harvard in 1892 and the degree of LL.D. from Tulane University in 1903. At Harvard he studied political science. He has been president of the Harvard Graduate Club.

MUST SEND BILLS THROUGH MAILS

PORTLAND, Me.—Postmaster King served notice on some of the largest commercial houses that the practise of delivering bills by private express service must be discontinued. It has been the custom here for some years for large wholesale houses to send their bills or weekly statements by private express companies, conducted by young men, generally high school boys, paid at the rate of 1 cent per message. It is estimated that about 600 bills a day are delivered in this manner. This is contrary to the postal laws of the United States.

MAINE APPLE CROP SMALL

PORTLAND, Me.—The apple growers in this state suffered the first crop failure in recent years during the past season. The crop of Maine-grown apples this year is but 20 per cent of the average amount. It is expected that the incoming Legislature may establish a standard legalized grading of apples.

SIGN OF HARD WINTER.

Lawrence Tuthill, a sportsman of Long Island, L. I., shot a Hudson Bay or snow owl on the beach. These birds are rarely seen in this latitude, and their presence is always regarded as foreboding a rigorous winter.—Exchange.

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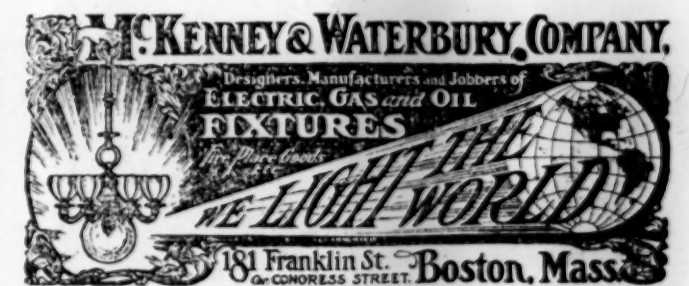
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Latest News of the Financial and Business World

MUCH CAUTION IS REFLECTED IN TODAY'S MARKET

Stocks Rule Irregular As Traders Prefer to Wait For a Reaction Rather Than Make New Commitments.

ELECTRIC JUMPS

Extreme caution on the part of traders was reflected in the opening prices of stocks in both the New York and Boston markets today. After yesterday's upward turn, when many important stocks made large gains, a reaction was expected. Many brokers preferred to wait for it rather than take on any more long holdings for the present. The market, however, opened irregularly, some stocks showing fractional gains and some fractional declines. The wavering tendency lasted most of the forenoon and then prices generally began to yield to a selling pressure and nearly all of the leaders showed declines at the end of the first hour. Missouri Pacific opened 1/2 higher at 64; Smelters declined 1/2 to 93; Anaconda was off 1/2 to 31; St. Paul at 149 1/4 was unchanged; Ontario & Western was up a quarter at 43 1/4; Southern Pacific at 119 1/2 was 1/4 lower; Amalgamated Copper was 1/4 lower at 85 1/2.

Some fresh buying orders made their appearance and the market steadied somewhat, some of the leaders making advances. Missouri, Kansas & Texas was up 1/4 at 38 1/4; Atchafalaya sold at 98 1/4; Brooklyn Rapid Transit, 55 1/2; Wisconsin Central 30 1/2; Northern Pacific 143 1/4. The greatest gain of the industrial was made by General Electric which made a jump of 3 1/2 points to 150. United States Steel was up 1/2 at 56 1/2.

The Boston market showed little change in prices and business ruled rather quiet during the half day session. Franklin was up a quarter at 19 1/2; Calumet & Arizona at 121 was unchanged; North Butte was 1/4 higher at 88 1/4; U. S. Smelters was unchanged at 46 1/2; Condition was unchanged at 28 1/2.

Much irregularity. General Electric continued quite strong, making a gain of 5 points and Consolidated Gas made a gain of over 2 points but most of the other active issues showed fractional declines before the closing. The local market continued rather quiet up to the close. There was no important news to influence trading in either market but a general feeling of optimism seems to prevail among traders.

NEW YORK STOCKS

NEW YORK, Nov. 23.—Following are the opening, high, low and closing prices today:

	Open	High	Low	Close
Amalgamated Copper	85 1/2	87 1/2	85 1/2	85 1/2
Amer. Car & Foundry	46 1/4	47	46 1/4	46 1/4
Amer. Cotton Oil	43 1/4	44	43 1/4	43 1/4
Amer. Ice Securities	26	26 1/2	25 1/2	25 1/2
Amer. Locomotive	56 1/2	57 1/2	56 1/2	56 1/2
Amer. Smelt. & Refining	95	95 1/2	94	94
Amer. Sugar	131 1/2	132 1/2	132 1/2	132 1/2
Amer. Tel. & Tel.	131	131 1/2	130 1/2	130 1/2

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Anaconda	31	31	30 1/2	31
Atchafalaya	98 1/4	98 1/4	98	98 1/4
Atlantic Coast Line	110 1/2	110 1/2	110 1/2	110 1/2
Baltimore & Ohio	108 1/4	108 1/4	107 3/4	108 1/4
Brooklyn Rapid Transit	55 1/4	55 1/4	55	55 1/4
Canadian Pacific	175 1/2	175 1/2	175 1/2	175 1/2
Central Leather	29 1/4	29 1/4	29	29
Chesapeake & Ohio	47 1/2	48 1/4	47 1/4	48
Chicago Great Western	12 1/2	12 1/2	12 1/2	12 1/2
Colorado Fuel & Iron	28 1/4	28 1/4	28 1/4	28 1/4
Colorado Southern	49	49 1/2	48 1/4	49
Consolidated Gas	165	167 1/4	163 1/4	163 1/4
Delaware & Hudson	177	177 1/2	177	177
Denver & Rio Grande	23 1/4	23	23 1/4	23
Erie	25 1/4	25 1/2	25	25 1/4
General Electric	150 1/4	150 1/4	150 1/4	150 1/4
Illinois Central	146 1/4	147	146 1/2	147
Kansas City Southern	22	22	21 1/2	21 1/2
Kansas & Texas	38 1/4	38 1/4	37 3/4	38 1/4
Louisville & Nashville	122 1/4	122 1/4	122 1/4	122 1/4
Missouri Pacific	64	64	63	63 1/2
National Lead	83 1/2	83 1/2	83	83 1/2
New York Central	117 1/8	117 1/8	116 3/4	116 3/4
Norfolk & Western	84 1/4	84	84 1/2	85 1/2
Northern Pacific	142 1/4	142 1/4	142 1/4	142 1/4
Northern Railway	124 1/2	124 1/2	124	124
Ont. & Western	43 1/4	43 1/4	43 1/2	45 1/8
Pennsylvania	128 1/2	128 1/2	128 1/2	128 1/2
People's Gas	101 1/2	101 1/2	101 1/2	101 1/2
Pressed Steel Car	28 1/4	28 1/4	28 1/4	28 1/4
Reading	140 1/2	141	139 1/4	140 1/4
Republic Steel	27 1/4	27 1/4	27 1/4	27 1/4
Rock Island	23 1/2	24	23 1/4	23 1/4
St. Louis & S. F.	23 1/4	23 1/4	23 1/2	23 1/2
Southern Railway	119 1/2	119 1/2	119 1/2	119 1/2
Southern Steel	25	25	24 1/4	24 1/4
St. Paul	149 1/4	150 1/4	148 1/2	150
Texas Pacific	22 1/2	22 1/2	22	22 1/2
Union Pacific	184 1/2	184 1/2	183 1/4	184 1/2
United States Steel	56 1/2	57	56 1/4	56 1/2
do prof.	112 1/2	113 1/8	112 1/2	112 1/2
Western Union	15	15	15	15
Western Union	21 1/4	21 1/4	21 1/2	21 1/2
Westinghouse Electric	91 1/4	92	91 1/4	91 1/4
Windsor Central	20 1/4	20 1/4	20 1/4	20 1/4

	Opening	High	Low	Closing
U. S. Reg. 24	103 1/2	104	103 1/2	104
do coupon	104	104	104	104
U. S. Reg. 31	100 1/4	101 1/2	100 1/4	101 1/2
do coupon	100 1/4	101 1/2	100 1/4	101 1/2
Small bonds	100	100	100	100
U. S. Reg. 43	120 1/4	121	120 1/4	121
do coupon	121	121	121	121
Panama 24	102 1/4	102 1/4	102 1/4	102 1/4
do coupon	102 1/4	102 1/4	102 1/4	102 1/4
Dist. Columbia 3 1/2	110	110	110	110

BOSTON STOCKS

Boston, Nov. 23.—Following are the opening, high, low and last sales of the principal active stocks:

	Open	High	Low	Last
Adventure	9 1/4	9 1/4	9 1/4	9 1/4
Algonquin	28 1/2	28 1/2	28 1/2	28 1/2
Arcadian	4 1/4	4 1/4	4 1/4	4 1/4
Arizona Commercial	28 1/4	28 1/4	28 1/4	28 1/4
Burt Coalition	28 1/2	28 1/2	28 1/2	28 1/2
Calumet & Arizona	120	121 1/2	120	120 1/2
Centennial	35	35	35	35
Calumet & Hecla	80	80	80	80
Copper Range	82 1/2	82 1/2	82 1/2	82 1/2
Daily West	115 1/4	115 1/4	115 1/4	115 1/4
Elm River	21 1/2	21 1/2	21 1/2	21 1/2
Franklin	19 1/4	19 1/4	19	19
Greene-Canaan	11 1/2	11 1/2	11 1/2	11 1/2
La Salle	15 1/2	15 1/2	15 1/2	15 1/2
Mass	7 1/4	7 1/4	7 1/4	7 1/4
Mex Con	6	6	6	6
Michigan	15	15 1/4	15	15
Mohawk	20 1/4	20 1/4	20	20
Sevada	19 1/2	19 1/2	19 1/2	19 1/2
Newhouse Mines	6 1/2	6 1/2	6 1/2	6 1/2
North Butte	88 1/8	88 1/8	87 3/4	87 3/4
Old Dominion	58 1/2	58 1/2	58	58
Oscoda	125	125	125	125
Parrott	30	30	29 1/2	29 1/2
Quincy	97	97	96	96
Rhode Island	414	414	414	414
Santa Fe	27 1/2	27 1/2	27 1/2	27 1/2
Shannon	18 1/4	18 1/4	18	18 1/4
Superior Copper	35	35	35	35
Tamarack	85	85 1/2	85	85 1/2
Tennessee	44 1/8	44 1/8	44 1/8	44 1/8
Trinity	17 1/4	17 1/4	17 1/2	17 1/2
Uah Consolidated	47 1/2	47 1/2	47	47
United Copper	14 1/2	14 1/2	14 1/2	14 1/2
Utah Copper Co.	49 1/4	49 1/4	49 1/4	49 1/4
Victoria	47 1/2	47 1/2	47 1/4	47 1/4
Winnona	7 1/2	7 1/2	7 1/2	7 1/2
Wolverine	132	132	132	132
Wyandott	3	3	2 1/2	2 1/2

MISCELLANEOUS

American Pneumatic	7 1/2	7 1/2	7 1/2	7 1/2
Boston Elevated	131 1/2	131 1/2	131 1/4	131 1/4
Boston & Maine	133	133	133	133
Edison Electric	233	233	233	233
Mass Electric	13	13	12 1/2	13
Mass Gas	57	57	57	57
Mergenthaler	21 1/2	21 1/2	21 1/2	21 1/2
New England Tel.	127	127	127	127
N. Y. H. & H.	109	109	109	109
United Fruit	131 1/2	131 1/2	131	131
United Shoe Machinery	50 1/2	50 1/2	50 1/2	50 1/2
United States Steel	56 1/2	56 1/2	56 1/8	56 1/8

UNLISTED SECURITIES

Amalgamated	83 1/4	83 1/4	83	83 1/4
Amer. Agri. Chemical	34 1/2	35	34	34 1/2
do prof.	90 1/2	90 1/2	90 1/2	90 1/2
Boston Con. Copper	16 1/4	17	16 1/8	16 1/8
Boston & Corbin	24 1/2	24 1/2	24 1/8	24 1/8
Isle Royale	25	25	24 1/2	24 1/2
Lake Copper	20 1/2	20 1/4	20 1/4	20 1/4
Miami Copper	19 1/2	19 1/2	19 1/2	19 1/2
Superior & Pittsburg	46 1/2	46 1/2	46 1/2	46 1/2
U. S. Smelting	46 1/2	46 1/2	46 1/2	46 1/2
do prof.	46 1/2	46 1/2	46 1/2	46 1/2

BOLIVIAN COMMERCE INCREASES.

Bolivian foreign commerce, according to Charles M. Papper in the 'American Review of Reviews,' has doubled within the last 10 years, and it now amounts to more than \$30,000,000 annually. The United States formerly was not credited with anything on the official returns and now goods to the amount of \$2,500,000 are annually shipped to Bolivia from this country. These goods consist chiefly of railway material and mining machinery, indicating that the more Bolivia develops the greater will be the trade between that country and the United States.

CLEARING HOUSE COMPARISONS.

Money between the banks is quoted unchanged at 2 per cent. New York funds sold at 10 cents premium. The exchanges and clearing houses for today and for the week compare with those for the corresponding period last year as follows:

SATURDAY—	1908	1907
Exchanges	\$29,583,485	\$22,011,594
Balances	1,323,884	245,183
WEEK—		
Exchanges	\$138,494,251	\$97,456,820
Balances	8,615,442	4,596,403

The United States sub-treasury shows a debit balance at the clearing house of \$42,700.

TRADE WITH THE UNITED STATES GROWS RAPIDLY

Commerce With the Noncontiguous Territory This Year Will Reach One Hundred and Seventy Millions.

HAWAII IN LEAD

The value of commerce between the United States and its noncontiguous territories for this year will amount to nearly \$170,000,000, according to an estimate of the department of commerce and labor. Returns that have been compiled by the bureau of statistics based on the first 10 months of the year show an enormous growth of trade of this character. When it is realized that 10 years ago the trade between the United States and the non-contiguous territories amounted to only \$600,000,000 the great improvement will be the more appreciated.

The statistics show the value of shipments to the United States from those territories this year to have been approximately \$82,000,000 and the value of shipments from the United States to those territories to have been about \$33,000,000. For the single month of October, the latest available record, the shipments to the United States amounted to \$11,230,000 and from the United States to the territories in question over \$6,000,000.

Hawaii's Big Trade.

Curiously, one of the smallest of these noncontiguous territories, both as to population and area, furnishes the largest amount of trade. Of the \$82,000,000 worth of merchandise reaching the United States from its four principal noncontiguous territories—Porto Rico, Hawaii, the Philippine Islands, and Alaska—practically one-half of the total, was from Hawaii; nearly \$23,000,000 from Porto Rico; \$10,500,000 from Alaska and \$8,000,000 from the Philippine Islands. These figures being for the ten months ending with October, 1908. Of the shipments from the United States to those territories, Porto Rico receives a larger amount than any other of the group, the value of the merchandise sent from the United States to Porto Rico in the ten months being, in round terms, \$18,000,000; to Alaska, practically \$14,000,000; to Hawaii, \$12,750,000, and to the Philippines, \$8,500,000. The total trade of the year with each of these four principal noncontiguous territories seems likely to be: With the Hawaiian Islands, approximately \$45,000,000; with Porto Rico, \$45,000,000; with the Philippine Islands, about \$20,000,000, and with Alaska, approximately \$40,000,000.

Much Gold From Alaska.

The total value of the merchandise sent from the United States to Porto Rico, Hawaii, the Philippine Islands, and Alaska in the 10 months ending with October, 1908, was: To Porto Rico, \$17,953,745; Hawaii, \$12,732,710; Philippines, \$8,432,106; and Alaska, \$13,939,652, being in each case slightly less than in the corresponding months of last year this falling off being due, in part at least, to lower prices of many of the articles exported, especially manufactures. The value of the merchandise shipped from Porto Rico, Hawaii, the Philippines, and Alaska to the United States in the 10 months ending with October, 1908, was: From Porto Rico, \$22,667,500; Hawaii, \$40,597,120; the Philippines, \$8,146,238; and Alaska, \$10,601,733, being in each case, except the Philippines, an increase over the figures of last year. In addition to the \$10,601,733 of merchandise shipped from Alaska to the United States in the 10 months ending with October, there was sent from that Territory of gold about \$11,500,000 in value of that metal produced in the limits of Alaska, and about \$2,000,000 worth of gold from foreign territory, presumably the Canadian Klondike region.

Articles Traded In.

In the case of Porto Rico the merchandise sent to the United States is chiefly sugar, tobacco and fruits; and the merchandise sent from the United States in exchange is chiefly rice, meats, breadstuffs, cotton goods, manufactures of iron and steel, and miscellaneous articles. From the Hawaiian Islands the shipments to the United States are chiefly sugar, and the merchandise sent to those islands in exchange is chiefly breadstuffs, meats, iron and steel manufactures, cotton cloth, mineral oils, manufactures of tobacco and manufactures of wood.

From the Philippines the shipments to the United States are chiefly hemp and sugar, the value of the hemp being far in excess of that of the sugar, while the merchandise sent to the Philippines in exchange includes manufactures of iron and steel, cottons, breadstuffs, and mineral oils. From Alaska the principal merchandise sent to the United States is salmon, copper, and furs, and the merchandise sent from the United States to Alaska is manufactures of cotton, woolen goods, iron and steel manufactures, mineral oils, breadstuffs, meats, tobacco manufactures, and wines, liquors and spirits.

EXPECTS STATEMENT BY TAFT.

WASHINGTON.—Speaker Cannon's friends are expecting a statement from President-elect Taft to the effect that the new administration does not intend to interfere with the functions of either house of the legislative branch of the government.

LARGE EARNINGS WILL BE SHOWN

American Telephone and Telegraph Company Has Had a Prosperous Fiscal Year and the Stock Becomes Active.

Recent interest in American Telephone & Telegraph Company stock is attributed largely to the large earnings which the company's books are expected to show at the end of this year. It has been estimated from the company's monthly statements that a surplus of about 13 per cent on the \$153,476,000 stock will be exhibited. For the 1907 period the earnings were 10.60 per cent. This conclusion is reached by averaging the \$16,780,000 surplus reported for the stock for the first ten months, resulting in an average monthly surplus of practically \$1,680,000. It would appear safe to assume that this average will be maintained during the remaining two months.

With such large earnings it might be difficult to explain why Telephone is selling in the neighborhood of 131, when 5 years ago it sold close to 170, paid a dividend of only 7 per cent and was earning only 8 per cent. But the higher price of former years was due to the fact that there were valuable rights. In 1903, for instance, the rights were worth \$15 per share; in 1902, \$15 more, and in 1903, \$8. In none of these years, however, were the earnings anything like those of the current twelve months. The surplus available for the stock in 1903 was but half the size of what will probably be shown at the close of 1908.

NEW YORK BANK STATEMENT.

The weekly statement of the associated banks of New York was about as expected. There were large increases in both loans and deposits, the latter item exceeding the loans, however, by more than \$3,500,000. There was an increase in cash amounting to \$1,367,700. The surplus showed a decrease of \$1,537,650. The present total surplus of \$39,336,075 compares with a deficit last year of \$52,989,425. The following is the statement in detail:

Loans	\$1,410,537,100	\$ 7,744,000
Deposits	1,425,375,000	11,346,700
Circulation	45,542,100	2,359,200
Loans	80,045,200	331,000
Specie	304,427,200	1,036,700
Reserve	384,474,400	1,367,700
Real Estate	254,138,825	2,924,700
Surplus	39,336,075	1,537,650

The percentage of reserve held by banks this week is 27.14, against 27.20 last week and

Contributions on Topics of Interest
by Subscribers are Solicited

SIGNIFICANCE OF LITTLE THINGS

THE question was raised as to whether or not a writer need be careful regarding his punctuation marks. The conclusion was that a distinction might be made between marks which guided the vocal interpretation and those which did not. In this latter class is the hyphen, used for compounding words, or to show that a compound word is of recent manufacture. A dictionary had so much to say about this little mark, which is not of great importance to the reader, that a humorous old lady declared that now we should not be permitted to write "soda water" without a hyphen between the words.

With other punctuation marks the case is different. How small a thing a comma is. Just a dot of ink on the white page, with a little mark beneath—the disappearing trail of the pen as it was withdrawn from further writing or it could rest in the full round period. Yet lawsuits have been waged regarding the meaning indicated by the placing of a comma.

A shipmaster agreed to receive so many tons burden, or more, if the load water line remained less than eighteen feet. The shipper loaded the vessel down to the specified mark, and the shipmaster refused to receive more, although the load was less than the tonnage agreed. The shipper read the agreement without the comma, and contended that such and such tonnage was to be received in any case, and more if the load water line was not over the eighteen feet.

The ponderous legal document is intended to avoid interpretation by punctuation which can so easily be inserted or removed. The writer, however, in his appeal to the reader, finds the marks which direct the pauses and inflections of the voice as important almost as the words to interpret his meaning.

Examine a piece of writing which someone says he has "just dashed off," and ten to one it will be literally true that the chief punctuation will be the dash of the pen called a dash, linking incoherent and unfinished sentences.

Bacon said that reading made a full man, speaking a ready man, and writing a correct man, and the last statement

should always be true. The writer has time to fit his phrases together, and to amend them into concise expression, as the speaker may not do. The speaker reaches the ears of a few hundred by his words; the writer may make millions of men see his thought. If he has truth to communicate it is not worth while to be correct to a comma.

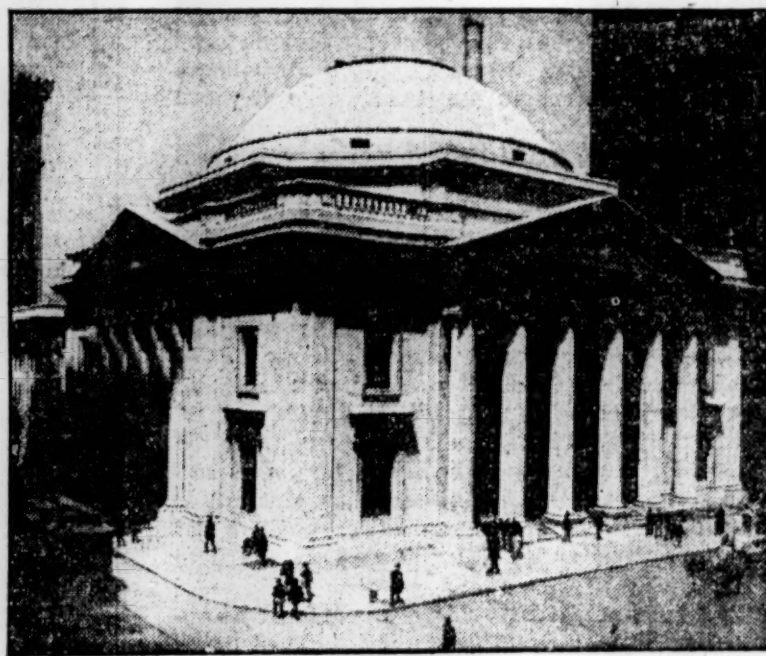
The sculptor labors long with details when the visitor might say the work was all done, because he must finish it, ad unguem, "down to a finger-nail." When he has done his patient best, the product is such that future ages will highly estimate his work and esteem him as an artist. "Trifles make perfect, but perfection is no trifle." So spoke an artist who knew.

A musical instrument may be beautifully fashioned, with exquisite stain and marvelous inlaid work, yet fail to "discourse sweet music" because of some fracture or imperfection. So may a man be truly good-hearted, yet have a careless manner which causes jangling discord when he would bring out harmonies among men. In the endeavor to express harmonious thought everything is important.

Christian Science teaching provides men with reasons enough to show why they should cease to excuse their defects and justify their errors, or ask pity for their ignorance. It repeats the admonition, "a good tree bringeth not forth corrupt fruit." * * * make the tree good and its fruit good." Consequently the advancing Christian Scientist is busy with himself, pruning away what is fruitless, however showy, from his life, seeking to conform thought, speech, manner, and method of working for his brethren, to the discipline of that mind which was in Christ Jesus.

When you find him then honestly at work, you may see the true artist, since the beauty of life in a man, thus brought out, is immeasurably beyond the beauty of body as brought out in marble, or the loveliness of face and form as depicted on canvas. You have in the perfected man the fulfillment of that which painter, poet and sculptor have tried to prophesy.

PHILADELPHIA'S NEW BANK BUILDING.



A striking bit of bank architecture recently erected in Philadelphia by the Girard Trust Company occupies an important corner in the city's business centre. The lines are purely classic, and thereby command the situation architecturally, as the bank is surrounded by tall office buildings which would dwarf a building of less distinctive character. This structure offers an important illustration of the necessity of adhering to simple lines in order to make an effective presentation of good architectural style.

A Plucky Boy

Picture to yourself a little boy down in a coal mine, away from the sunlight and fresh air, holding a piece of slate over the smoke of a lamp and then tracing the alphabet upon the smoke stained surface with a pin. That was how Keir Hardie, foremost leader of the Labor party (England) learned to write. He never had a day's schooling in his life. At 8 years of age he went into the mines, working there 12 hours a day. Before

he was 30 he had organized the miners of Lanarkshire and was sub-editor of a weekly newspaper. At 36 he was elected to Parliament by one of the East End districts of London. At Westminster he attracted attention by wearing the same cloth cap that he always wore in his Scottish mining town, thereby shattering the tradition which made the silk hat the legislative headgear. The controversy that arose over this act of Hardie's was almost as serious and profound as if an enemy had fired upon the British fleet.—The Munsey.

AMERICAN GIRL'S
URUGUAYAN SISTER

Freeman Tilden, who is engaged upon a series of highly interesting sketches of the Latin Republics, suggests that it might be interesting to the American girl to know what irrefragable code of etiquette governs the acts of her Uruguayan sister. The latter must not go out without a chaperone. She cannot walk along the street with her "young man" under any circumstances, and can only see him at the family reception once a week. When they become engaged the man may call upon her, but the rest of the family is in the room and maintains its position with such fidelity as to prevent any consequential conversation on the part of the lovers. They are not supposed to know much about each other until they are married. "Even under these fatal rules," remarks Mr. Tilden, "the average marriage is successful enough." And then he adds the significant sentence: "It is doubtful if a less stringent code would be advantageous in Uruguay."

It is probable that the American girl may be interested in the restrictions which etiquette places upon her Uruguayan sister, but it is very doubtful if she can learn anything useful from it. Not alone Uruguay, but countries much farther advanced, stand agliss in the presence of the freedom which we grant to our girls—until they come to know her and to realize that her high sense of the dignity of womanhood, as a rule, is the only restraining influence she requires, and then she is admired everywhere for her independence and respectability and absolute confidence with which she asserts it. The Uruguayan girl bows meekly to a code which the American girl would regard, and rightly so, as an insult to her sex.

SUCCESSFUL WOMAN
CONTRACTOR

Mrs. Theodosia Beacham is not notable for homesteading or housekeeping qualities, for her business calls for her presence in many parts of the United States, as she has to deal with vast engineering problems. She knows men as few women do. She directs their energies, gets out of them the most work possible, pays their wages and employs or discharges them. She has made estimates and carried out contracts on some of the longest and heaviest pieces of railroad construction in the country. Mrs. Beacham has been making and executing railroad contracts for about 20 years. She has two sons, and her husband, though living, is an invalid. On one contract with the Tennessee Central railroad, Mrs. Beacham's profit was \$800,000, and it is calculated that her average annual earnings are about \$50,000.—K. Z. F. in the Delineator.

HE GOT HIS ANSWER.

Many years ago J. K. Paulding, then secretary of the navy, wrote to an official in the state of Alabama, as follows:

Dear Sir: Please inform this department by return of mail how far the Tombigbee river runs up. Respectfully,
J. K. PAULDING, Secretary, etc.

The reply came:
Hon. J. K. Paulding,
Dear Sir: In reply to your letter just at hand, I have the honor to say that the Tombigbee river don't run up at all. I have the honor to be, etc.

CHRISTIANITY A SCIENCE

MATHER ALMON ABBOTT.

From "The Christian Science Journal." IN the search for truth—and who seeks not for truth—the man who has begun to think is at first overwhelmed by multitudinous theories of those who claim that they at least are on the right road. The diversity of such opinions is so alarming that the pursuit along any accepted line of thought seems hopeless. The demand for proof which the world always makes of its thinkers has ever proved the fallacy of any theory which, no matter how comforting it may be, cannot show a practical result of its teaching. It was this inability which threw to the ground the theories promulgated by the old Ionian philosophers, and brought in that age of sophistical skepticism from which Socrates saved the world of thought. It was this absence of proof which overthrew the theories of those master minds, Plato and Aristotle, and produced that hopeless crisis from which even the Alexandrian philosophy, though it struggled hard, was unable to lift mankind, until it was reformed by the ethics of Christianity. For a time the combination of these two seemed to have satisfied. The spirit of religious devotion, so inherent in humanity, fostered by a powerful priesthood, appears for many centuries to have drowned the cry for proof.

When again men began to think for themselves, when the churches failed to comfort, and thinking men rebelled against a mode of thought, no matter how sacred, which was barren of results and helpless in the face of the ghastly facts of material existence, philosophy raised its head once more, and the pursuit of truth was taken up with greater zeal than ever. The ancient Greek philosophies and their later brethren were searched and studied with unwearying vigor. Theories exceeding deep and somewhat satisfying were brought forth in profusion; but, unable to answer the eternal demand for proof.

Now this demand for proof has twice been met. Once upon the hills and in the valleys of Judea and Galilee, and again in our own times. The carpenter of Nazareth, at once the greatest philosopher and the noblest metaphysician the world has ever produced, gave proof—unquestionable, absolute proof—of the truth of that which he taught; but, lulled to sleep by the sirens of dogmatic theology, humanity well-nigh lost sight of the most important fact in the life of Jesus of Nazareth, the fact that he gave as proof of his philosophy, viz., the healing of the sick. Christ Jesus healed the sick, and he employed no material means. Now Jesus was a philosopher, and yet if his philosophy lacked proof it would be of no more benefit to struggling humanity than the philosophy of a Plato or an Aristotle. Perhaps this seems a strong statement, but its proof is seen in this, that for the greater part of humanity today the teaching of Jesus is practically as useless as that of the Greeks. Why? Simply because the world has chosen to exalt the human personality of the Nazarene into deity, and as proof of his godhead it has cited the so-called miracles which he performed, but it has stopped there.

With the advance of material science, mortal man has proved—to his own satisfaction—that many of the miracles

which the Bible attributes to the carpenter of Nazareth could never have taken place, and the result has been to place Jesus among the dreamers, while his historians are given little more credence than that bestowed upon the legend-mongers who proclaim the divine origin of some Greek hero. Thus it has come about that Jesus' philosophy, if it be barren of proof, as material science declares it to be, fails of its purpose. To prevent this disaster dogmatic theology has been driven to "many inventions." Thus it is that, though there are many who call themselves Christians, Christianity seems to have little influence in our schools of learning. Go to our colleges and compare the time devoted to the teachings of Jesus with that apportioned to the other philosophers. Go to our churches—and unless the preacher is popular—note their empty benches. Talk with those whom the world designates our thinkers and see what is their opinion of the Master and his teaching. His teaching is regarded by many as altogether unpractical. His confident command, "Call no man your father upon the earth: for one is your Father, which is in heaven," would if interpreted literally today call down upon the interpreter the deepest scorn. Thus scholastic theology, unable to meet the demands of science, is going to the wall.

Again I repeat that this all comes about because men have regarded the proofs which Jesus gave of the truth of his philosophy, as proofs of his divinity and not as evidences of Science. If we can disentangle our thought from the misty haze in which the Greek and Alexandrian philosophy has enveloped the teaching of the Master, if we can pierce through the clouds of superstition and credulity which subsequent teachers and theologians have gathered around his most mighty life, we shall see that the proofs and the only proofs which he gave of the truth of his philosophy were the healing works that he accomplished. John the Baptist was a doubter, and this is the answer that he sent to John: "Go and shew John again those things which ye do hear and see: the blind receive their sight, and the lame walk, the lepers are cleansed, and the deaf hear, the dead are raised up, and the poor have the gospel preached to them. And blessed is he, whosoever shall not be offended in me." The Pharisees were doubters, and this is his answer to the Pharisees: "That ye may know that the Son of man hath power upon earth to forgive sins (he said unto the sick of the palsy), I say unto thee, Arise, and take up thy couch, and go into thine house." And immediately the one who was sick of the palsy rose up before them. The very disciples were doubters, and this is his answer to the disciples: "The words that I speak unto you I speak not of myself; but the Father that dwelleth in me, he doeth the works. Believe me that I am in the Father, and the Father in me: or else believe me for the very works' sake."

If Jesus' philosophy is scientific, then it is as true for one age as another; and if Jesus proved this by doing the works accredited to him, then his followers can do the same works today. If others can do the same works today by following the teachings of Jesus, then Jesus preached a philosophy which was scientific, and there is no other philosophy in

the world which can compare with his teaching, no other science which can stand before this clear light of truth; for if the proofs that Jesus gave of Science can be proved today, then the Christ is altogether the truth, the way, and the life, and humanity has at last attained that for which the ages have been seeking. The question is, Can it be proved?

About forty years ago a woman proclaimed that she had proved beyond all cavil that the philosophy of Jesus was Science. When asked for proof, she healed the sick. Through forty years of persecution, with all the forces of material science and dogmatic theology arrayed against her, with the world attributing to her, even as it did to Jesus, every evil motive which it could imagine, she has not only healed the sick herself, but she has taught her students the Science of Jesus so that they perform the same works. These facts are beyond dispute. Anyone who searches into the proofs, which are so readily offered by those who have been healed, can easily satisfy himself by personal investigation. Now, if several thousand persons should claim that they had been healed by a certain material method, no one would doubt the efficacy of that cure. The majority of the many thousand Christian Scientists have been healed through Christian Science, and if one were to ask them by what means they were cured, they would reply that it was the teaching of Jesus, as explained by Mrs. Eddy in Science and Health. Because this statement seems transcendental the world doubts the efficacy of the cures, or if compelled to admit—as it is compelled to admit at the present date that Christian Science heals the sick, it would attribute the healing to every sort of force rather than the power of Almighty God; just as the Pharisees in Jesus' day claimed that he cured by Beelzebub, the chief of the devils.

TRIANGLE

1. The time when, as Longfellow tells us,
With
A sober gladness the old year takes up
His bright inheritance of golden fruits.
2. The practice by which Shylock, in "The Merchant of Venice," became wealthy.
3. A musical ornament.
4. A vessel used by the ancient Romans for receiving the ashes of their dead.
5. A possessive pronoun.
6. In three seasons of the year.

ANSWER TO YESTERDAY'S PUZZLE.

No. 314.—Hidden Animal: Objects—Eagle, lyre, egg, puppy, hand, album, naught, telephone—e-l-e-p-h-a-n-t.

Just Be a Mama

A friend who belonged to a number of societies and organizations often left her little boy with his grandmother. He was lonely without his mother, and one day as she was about to leave him he exclaimed: "Oh, don't go! Don't be a clubber any more, just be a mama."—The Delineator.

THE TURNPIKE ROAD

Bicycle and Motor Car Have Paved
the Way for Its Return—Uncle
Sam Now Comes in to Assist.

It may take time—it undoubtedly will take time—but sooner or later we are going to get back to the good old turnpike road of our great grandfathers' days. The new will not be constructed, perhaps, as was the old turnpike—the "national road" that stretched out to the West or to the South before the "iron horse" came into fashion—but many years will not have elapsed before the American highway will be performing much the same function as its almost forgotten predecessor, in the first, and well into the second, quarter of the nineteenth century.

All that the good roads movement ever needed to insure its ultimate success was national recognition. The nation used to appropriate money for the construction and upkeep of highways before the railways came in, and it now seems almost certain that the nation will go into this work again, and on a scale, of course, if it goes into it at all, beyond the dreams of those who have heretofore been keeping alive the good roads sentiment in communities, counties and states throughout the Union.

The bicycle should be granted the credit of reviving interest in the country roads, but the bicycle did little more than to revive it, for the bicycle craze reached its height only to vanish altogether. That is to say, before it could exercise more than a sentimental influence in this particular, the bicycle had ceased to be a fad, and the tens of thousands who once "wheeled" through the dust and the mud of country roads had ceased to have any particular interest in their betterment.

But the automobile took the matter up almost exactly where the bicycle laid it down, and the agitation started by the former has been well sustained, here and there, up to the present moment, yet with results only which, generally speaking, are local in character. The people who pay taxes for the maintenance of the roads have not been enthusiastic over the idea of improving them for the benefit of the automobilists; quite the contrary in most cases, and it is doubtful if anything like substantial progress would be in sight even now, or that the work of improving the roads would be inaugurated in our time upon a scale commensurate with the extent of the project, had not a new and an altogether different factor made its appearance in connection with the proposition.

We owe to the rural free delivery wagon the fresh and, apparently, the permanent impetus which the good roads movement is about to receive, because the expense of driving that wagon over the present roads is the thing that has brought the matter to the attention of the national government. Postmaster-General Meyer, as a result of an investigation into the ground covered by the carriers of the rural delivery system, has discovered that improvement of the country roads would work such an immediate benefit that not only would the farmers gain immeasurably but the annual appropriation of the department would be made stronger by approximately \$7,000,000. Director Page of the office of public

roads, who looked up the matter for the postmaster-general, found, to begin with, that the men who travel over the 37,728 rural delivery routes now in operation cover an average only of 24 miles a day, and that many are able to make that small mileage with the greatest difficulty, because of the awful condition of many stretches. Over good roads, on the other hand, a man and horse may easily cover from 35 to 40 miles a day. If only 30 miles were covered, however, every fifth carrier could be dispensed with, and that many salaries saved. No fewer than 7,484 carriers could be dropped on the 30 mile basis, thus effecting a saving in salaries of \$6,792,000, figuring the wage at \$900 a year. Moreover, improved roads would abolish nearly all the crossroads post-offices, and here another great saving might be made. Having once discovered where and how he is losing money, and a great amount of money, annually, it would be entirely unlike Uncle Sam if he should neglect to take measures looking to the discontinuance of the leak, and this being the case, the time is not far distant, perhaps, when the roadways will demand as much attention as the waterways from the committee on appropriations. And when this time comes we shall not be very far away from the turnpike of our great grandfathers' days.

THE TRULY GREAT

I HOLD him great who for love's sake
Can give with generous; earnest will,
Yet he who takes for love's sweet sake,
I think I hold more generous still.

I bow before the noble mind
That freely some great wrong forgives,
Yet nobler is the one forgiven
Who bears that burden well, and lives.

It may be hard to gain and still
To keep a lowly steadfast heart,
Yet to who loses has to fill
A harder and a truer part.

Glorious it is to wear the crown
Of a deserved and pure success,
Yet he who this yet strives has won
A crown whose luster is no less.

Great may be he who can command
And rule with just yet gentle sway,
Yet wisdom is diviner taught
By him who knows how to obey.

WILL CARE FOR
SHOPPER'S BABY

For mothers who wish to go shopping without being inconvenienced by taking the baby along an enterprising woman has established a "Fairy Kingdom" in the heart of the Boston department store district where the little ones may be left in the care of competent nurses at a low cost.

Several of the large stores have aided in fitting up the suite for it will be of great benefit to them to keep the babies away during the coming holiday season when children in arms are a great annoyance to customers and clerks. One of the rooms which has been fitted up as a nursery faces on Washington street and the children are kept interested in watching the busy crowds. Games and toys are placed at the disposal of the transient visitors and there are beds and cribs neatly arranged to care for the sleepy ones.

Arrangements have been made to give lunch to any of the babies whose parents desire their children fed.

For the women who are in too much of a hurry to climb the stairs an electric bell is placed at the street entrance with a sign reading, "Please press button and nurse will come down and take your baby up."

DRY FARMING

In the last five years the demand for land has no doubt exceeded that of an entire quarter of a century. The next two years will have exceeded that of the last five. Such is especially the case in the West, and from all authorities it is equally so throughout the United States. The reason for this is obvious. This is an era of home building. Not only that but this is an era in which America is witnessing two very important changes. In years past the American people have been flocking toward; they are now seeking green fields. And, too, there are our foreign brothers. They have heard of our prosperity in America. They, too, are seeking land. Under the existing conditions we will soon find every foot of land occupied. * * * We are coming to a time when the range will have to be handled on a very different basis. Dry land methods of soil cultivation are going to solve the range problems.—Overland Monthly.

A Great Steel Tow-Boat
On the Mississippi

Some resentment is visible in the manner of announcing the fact that boat construction on the Mississippi has not, as has been asserted, stood still for the last thirty years. In proof of the claim that there has been progress here as elsewhere, attention is called to a boat recently constructed almost entirely of steel, which is to be used for towing coal barges from the upper Ohio to the Gulf of Mexico.

This boat is three times as large as the ordinary type of Mississippi tow-boats, and is capable of hauling four times as heavy a tow as its nearest competitor. A single fleet of the coal barges which it will convey down the river and up again will cover many acres. A full cargo will contain thousands of tons of coal.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Saturday, November 28, 1908.

The Country's Prosperity Is Assured.

That there is a constant expansion of business and that commercial conditions are improving at a very satisfactory rate is apparent on every hand. There is no better index of this improvement than the showing made by the bank clearances in all of the large cities of the United States. The exchanges for last week in New York, for example, were 67.8 per cent greater than in the same week last year and there was an average gain of 26.2 per cent at other leading cities. Other indications of more tangible form showing trade improvement in almost every line are at hand. Steel mills and factories are receiving new orders and increasing the number of their employes from day to day. The number of idle cars on railroads is rapidly diminishing, notwithstanding the fact that during the business boom railroads almost doubled their equipment. Plans of an extensive character that were held in abeyance during the period of business depression are now being carried out. The railroad equipment companies have not yet felt the onward impulse to any great extent, but it will not be long until they do for doubtless the \$8,000,000,000 worth of crops harvested this year, the largest in the country's history, will overtax the transportation facilities and greater accommodations must be provided by the railroads. When it is realized that during the five years ended June 30, 1906, \$2,002,000,000 was spent for railroad construction and equipment the enormous business done by railroad equipment companies will be appreciated. The mild weather has interfered somewhat with some lines of business, but there has been a gradual growth in all directions, and it is the steady improvement that is desired. Business men generally are proceeding on a saner, safer basis than they did before the 1907 gale struck them and the result will be reflected in a continued prosperity. The tariff revision question was expected to unsettle things somewhat, but it has not yet done so and there is no reason why it should, generally speaking. There are some items of the schedule which, it is conceded, should be changed, but there does not seem to be any reason to fear a business setback on that account when conditions generally are so propitious.

Many battles have been fought, with words for weapons but with hearts as much aflame as if the weapons were lethal, over the question of the inspiration of the Bible. Innumerable theories have been advanced as to the way in which the inspired writers were influenced even to the suggestion that they were only pen-holders, automatically governed by a supernatural agency. We are learning to understand better the messages of these "holy men of old" who recorded their vision of what God is, and "wrote as they were inspired by the Holy Ghost," for the reason that a mental method has been disclosed whereby we may enter into fellowship with their experiences. Learning by experience the inspiration which the Bible gives we may understand how the writings, gathered into what we call "The Book," are inspired. About the time when Paul was appearing before Nero he yet found time to write to Timothy who was then overseer of the Ephesian congregation, giving him a criterion whereby he might certainly judge regarding the sacred writings in which from infancy he had been instructed. The following rendering expresses closely the original wording: "Every God-inspired writing is profitable for instruction, for consolation, for correction, and for training in righteousness; so that the man of God may be noble, completely equipped for every good work."

When it becomes understood that the historians, poets, priests, and prophets whose writings collected we term Holy Writ, were men in need of God's comfort even as we are, who found, even as we may, how, to be satisfied from the heavenly source, we shall cease to war about dogma, because we shall desire experience of their joy in ourselves. The gigantic figure of Elijah passes across the stage, appearing heroic, supermundane. But it is expressly stated that "Elijah was a man of like passions with us," and his example of successful prayer should encourage us. "Pray for one another, that ye may be healed," is the admonition supported by his quoted example, and when such prayer is effectual the one who prays comes into mystic, yet natural, fellowship with the scriptural writers, having found their writings to be God-inspired because profitable in the ways Paul designated, bringing out in the individual man righteousness and nobility.

The temptation comes to one sometimes to let sorrow brood in the heart because of the way in which humanity has disputed about the cup containing the refreshing truth, and spilled in wordy struggles the precious water. But sorrow is turned into joy when the stately progress of the Christian Science movement is discerned, for every one devoted to this cause is an intelligent student of the Bible, learning its interpretation, and having inspiration given to his life by its truth.

Some Possibilities Suggested Here

The more or less happy conclusion of the experiment in aeronautics recently made by Messrs. Fisher and Bambaugh at Indianapolis suggests some possibilities of development along a similar line. Messrs. Fisher and Bambaugh inflated their balloon with 110,000 cubic feet of gas, attached it to an automobile, took their seats in the latter, cut the anchor rope—and shot up.

After being in the air two hours and ten minutes they descended safely and gracefully at Southport, a place about seven miles from the starting point, folded up their balloon, packed it in the automobile, and went speeding homeward joyously, perfectly content with the achievement.

And there is no reason why they should not have been content with it. While they could have walked to Southport easily in practically the time they were in the air, and while they could have made the trip without going to the trouble and expense of inflating a balloon with 110,000 cubic feet of gas, and while they could have traveled the distance in a few minutes by using the automobile exclusively as a means of transportation, yet the point is, they have made a more or less successful experiment which will in all probability suggest other experiments which will be likely to lead to astonishing results.

It appears from the statement made by Messrs. Fisher and Bambaugh after making their descent, that most of the time they

had spent in the air was expended in a fruitless effort to find wind currents. Under ordinary conditions they could have traveled a much longer distance. Their idea is that an automobile can always be used instead of a basket, so that when the gas in the balloon shows signs of giving out, the aeronauts may descend, fold up the balloon, pack it in the automobile and proceed to the point where they can have their balloon re-inflated.

As in other things, it is a poor rule in aeronautics which will not work both ways. If, for example, the aeronauts find it the proper thing hereafter to attach their balloons to automobiles, will it not follow as a matter of course that the automobilists will fall into the custom of attaching their automobiles to balloons? Nothing could seem more likely. With the balloon attachment, the automobilist could go into the air in passing through districts where the speeding ordinance was being strictly enforced, and with it, it will be possible for the automobilist to fly over mountains and rivers and lakes and seas that are now impassable to him.

Here another idea suggests itself. If the balloon-autoist or the auto-balloonist of the future is going to cross rivers and lakes and seas, will he not need still another attachment—another pendant, as it were—below the automobile, in the nature of a motor boat? With this latter added, he will be pretty well equipped for air, land and water travel.

Development along these lines, it is needless to say, will be observed with great interest.

The Shah of Persia has recalled his proclamation refusing to grant his people a constitution. Time will tell whether history will speak of this as the period in which rulers felt their weakness or that in which the people felt their strength.

When upon a people long defiant of law there come the inevitable consequences of lawlessness, men are accustomed to speak of the dispensation of retribution as a visitation of Providence. Yet the eternal fact is that Providence is the foreseeing Mind which is Love, and Truth and Life, and therefore provides beforehand for man's being and righteousness and happiness, and so cannot provide for nor arrange opposite conditions. If man experiences any lack of the good made ready for him by Providence it must be because he is out of harmony with the law of supply. He speaks of being punished if he experiences sickness or disaster, but his punishment is not the act of the Power which provides man's good. The man who is being thus punished is expressing the result of his own disregard of law; he has been excluded by his own course of action from the benefits provided by law.

In the affairs of nations the retribution for wrong doing, and the advantage of lawfulness are distinctly brought out in history, but so many individuals may be involved that the innocent seem to suffer with the guilty. How satisfactory a covering for error, and excuse for avoiding reform, have been given in past ages by attributing national disasters and epidemics of unclean diseases to the visitation of Providence. This theory that God is in evil, that God uses it, or actually originates it, and causes men to suffer helplessly, innocent and guilty alike, is enough to paralyze human effort toward betterment, and indeed would hinder all lawful endeavor.

The disasters that come are evidences of precedent wrong thinking among men.

A steamer is burned, and many homes are made desolate—because of women and children whose lives are lost. Then investigation proves that long before the event dishonesty, cursed selfishness, and dishonorable greed had provided against the safety of the steamer's passengers by supplying useless life preservers, and unusable apparatus for fighting fire. Also that there was no training of the men employed so they would know what to do in order to protect the lives trusted to their care. Yet men spoke of this sorrowful punishment of error, whereby its character was revealed, as if it were the action of the divine Power and law; when if that law had been regarded it would have brought the results of law in safety and wellbeing. It was evidently shown that it was because of human cupidity that there was the holocaust in the Iroquois Theater, and because of human indifference to conditions remediable enough, children were smothered in the Collinwood schoolhouse. These disasters were by no means inevitable, and the whole country recognized this because men everywhere were stirred up to action so as to prevent such catastrophes in the future. By such action, if it continues, men will show their desire to obey law, and be in harmony with Providence.

The intimate tale of the burning of the Sardinia has not reached us yet, but it is important beforehand to be reminded that such a disaster does not represent the inevitable action of a grim and unalterable personal power acting to man inscrutably by way of ill-will as well as by good-will. Our God is Love, and by knowing this men of old time "subdued kingdoms, wrought righteousness, obtained promises, stopped the mouths of lions, quenched the violence of fire, escaped the edge of the sword, out of weakness were made strong." They cooperated with Providence.

New System of City Government.

The new system of city government adopted by Galveston, Des Moines and other cities is liked when it has been adopted and is steadily gaining popular approval elsewhere. According to this plan a commission or council of four men is elected from the city at large and all the powers of city government are vested in this commission. The city government is divided into four departments, each of which is superintended by one of the commissioners. The commission appoints all other city officers and removes them at pleasure, subject only to certain civil service rules. The legislative acts of the commission are subject to the reserved right of the electors to enact or repeal ordinances by means of the petition and referendum.

The advocates of the new system assert many advantages for it and it appears to be supported in at least two respects by the teachings of economic and political history. The municipal affairs of the inhabitants of a city are like the corporate affairs of the stockholders of a corporation and the new system of city government adopts the method followed by the most successful business corporations. The business of such corporations is usually conducted by a board composed of the heads of its various departments. On its political side the new plan agrees with the growing demand for direct responsibility to the people and direct intervention by the people in the affairs of government.

The form of government is an unimportant thing as compared with the spirit in which government is administered but the new system is calculated to result in better city government.

The Visitation of Providence.

What may be accomplished by intelligent and determined effort in a right direction is illustrated very pointedly in the successful issue of the movement to further develop the waterway and waterpower possibilities of the Chicago Drainage Canal. This canal has cost to date in the neighborhood of \$50,000,000, if the widening of the Chicago river, the erection of new bridges, etc., made necessary by the increased flow of that stream, be taken into consideration. It seemed to many that this was enough, but in the opinion of those who could see farther into the future, the canal, which at present stretches from Bridgeport, in Chicago, to Lockport, near Joliet, a distance of 36 miles, should be extended in order that the best results might be obtained from it both as a waterway and a power-producing stream. After a long campaign of education, the people of Illinois at the recent election voted in favor of the issue of \$20,000,000 in bonds to carry the work along. This amount is to be expended on the digging of a canal fourteen feet deep and two hundred feet wide from the terminus of the present canal to Utica, a distance of 61 miles. In this section there will be a fall of 107 feet, and it is estimated that the water power to be created therefrom will easily repay the \$20,000,000 in twenty years, and leave the state thereafter the possessor of property yielding an annual revenue of \$2,500,000. Not the least important feature of this decision on the part of the voters is the assurance it gives of the earnestness and sincerity of the West is its demand for a lakes-to-gulf waterway. The friends of this measure in Congress will now be able to declare that sufficient evidence of good faith on the part of its promoters is to be found in the vast expenditures toward this end already made and provided for by the city of Chicago and state of Illinois.

It now appears that while all Germany was recently disturbed to an unusual degree by certain utterances of the Kaiser published in a London newspaper, and while all Germany was uniting in a protest against such utterances, and emphatically demanding that they forthwith cease, and while the entire civilized world was looking forward anxiously and eagerly to the interview between the German chancellor and his imperial master, the Kaiser himself was engaged at Donaueschingen in preparing rules for the bringing about of a uniform system of cheering in the German navy. In those very days, it seems, when people everywhere were wondering whether constitutionalism or absolutism would triumph in the fatherland, the imperial mind was occupied in determining at what angle a German jackie should hold his hat when cheering for the ruler of the nation.

Germany Desires to Be Let Alone.

The reply of Germany to the speech recently delivered by Lord Roberts in the British House of Lords is exactly what intelligent observers of that nation have anticipated. The German people, says a telegram from Berlin, have no desire whatever to quarrel with the people of Great Britain. On the contrary, their greatest desire is to live at peace with all of their neighbors. In the words of the dispatch alluded to, they wish above all things to be let alone. We had already received assurances that the sentiment of Great Britain is strongly opposed to the attitude of many leaders in both houses of Parliament toward Germany, and that there is a widespread feeling throughout the island that the movement to arouse national prejudice and to inflame national passion against Germany has gone far enough. In a word, the desire on the part of the people of both countries is for peace, not war, for friendship, not enmity, for concord, not animosity. This attitude of popular opinion in both countries should, and undoubtedly will, mold and shape the policies of both governments.

Much has been said and written during recent years with regard to alleged frauds under the homestead act, and much that has been said and written has been justified by the conditions under which immense tracts of the public domain have been disposed of. Originally the government owned approximately two billion acres of what have come to be known as public lands, acquired by conquest, purchase or cession. This acreage has now been reduced by about two-thirds, and the one-third remaining is by no means the choicest the government has owned. In the granting of homesteads of one hundred and sixty acres with the view of populating the West, great frauds have been perpetrated, and these frauds have been committed very often in the interest of railway and other corporations. That the government has been cheated in this respect has long been charged, and, in fact, has long been known, but until recently the matter has not gone very far beyond mere "exposure" of the kind that does not bear fruit. However this may be, the land commissioner's report, to be submitted to the next session of Congress, contains the cheering information that nearly four hundred thousand acres of public land have been recovered from fraudulent entry during the last fiscal year, exclusive of the many relinquishments filed incident to investigations carried on by special agents and of which an accurate account cannot yet be made. In the past fiscal year, also, no less than 234 indictments for fraud were secured, resulting so far in 63 convictions. This has all the appearance of effective reform—of reform of the kind that can point to works rather than to words—and is about as encouraging a piece of news as has recently been given to the American people.

The selection of a successor to President Eliot of Harvard will everywhere be recognized as a task requiring the greatest care on the part of the governing board of that institution. A man of extraordinary virtue and ability will be needed to fill the vacancy, and the one who shall come nearest to measuring up with the present incumbent, of course, will be the most desirable. The Christian Science Monitor deems it quite proper in this connection to suggest that in the performance of its task the governing board look to the Divine Intelligence for guidance.

A representative of the Russian government is studying the government printing office at Washington with the view of introducing the methods in vogue there into the government printing office at St. Petersburg. The Chinese government has decided to establish at Peking a bureau of engraving and printing on the model of the Washington institution. Instances of this character are highly flattering to us. We are leading the world in machinery and appliances connected with the printing trade.

Another Step Toward the Lakes-to-Gulf Waterway.

This Looks Like Effective Reform.